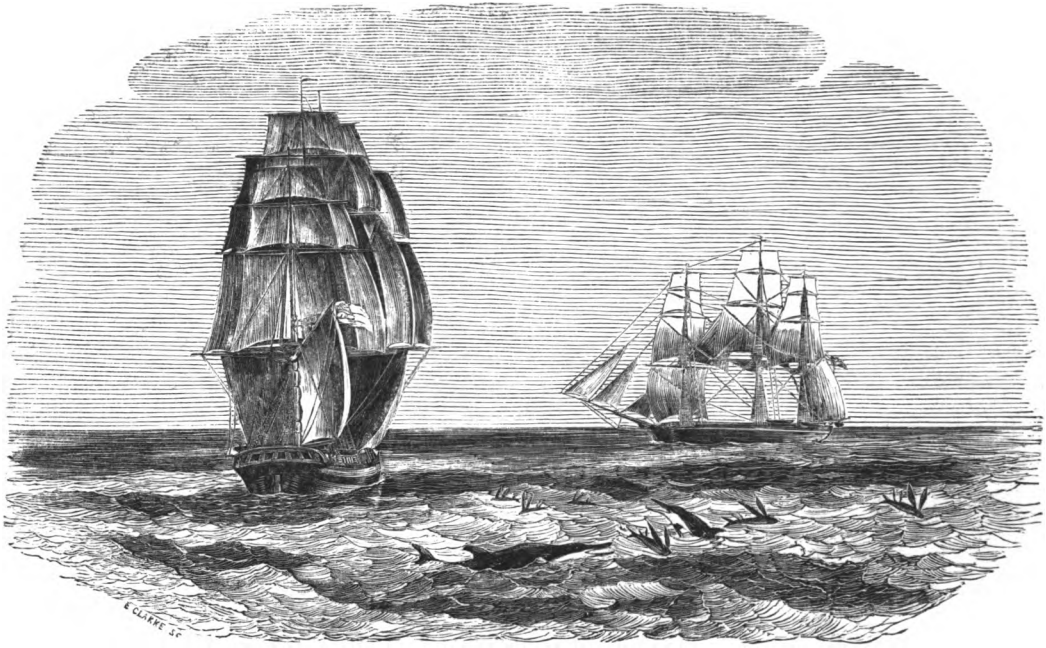


THE ROYAL SOVEREIGN CHASED BY THE PIRATE.—*Vide.* p. 10.

NARRATIVE

OF THE

WRECK OF THE "FAVORITE"

ON

THE ISLAND OF DESOLATION:

DETAILING THE

ADVENTURES, SUFFERINGS, AND PRIVATIONS

OF

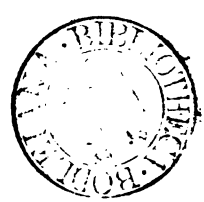
JOHN NUNN;

AN HISTORICAL ACCOUNT OF THE ISLAND, AND ITS WHALE AND SEAL FISHERIES:

WITH A CHART AND NUMEROUS WOOD ENGRAVINGS.

EDITED

BY W. B. CLARKE, M.D.



LONDON:
WILLIAM EDWARD PAINTER, 342, STRAND.

1850.

TO

The Rev. J. S. Henslow, M.A.,

RECTOR OF HITCHAM,

AND PROFESSOR OF BOTANY IN THE UNIVERSITY OF CAMBRIDGE,

WHOSE ZEAL FOR SCIENCE

AND ANXIETY TO IMPROVE THE CONDITION OF

THE WORKING CLASSES

ARE TOO WELL KNOWN TO REQUIRE A COMMENT,

This Work,

IN WHICH AN ATTEMPT IS MADE TO FOLLOW HIS EXCELLENT EXAMPLE,

IS

DEDICATED,

WITH MUCH ESTEEM AND RESPECT,

By the Editor.

PREFACE.

N a dredging expedition at Harwich, in connection with the Ipswich Museum, I met with John Nunn, who was formerly engaged in the South Sea whale and seal fisheries: he related many interesting facts pertaining to Kerguelen's Land, and the sealing and whaling operations conducted there. Independently of some of his accounts being peculiarly interesting, there are others of scientific importance, in a geographical point of view, as the island is scarcely known except to persons engaged in those occupations.

Soon after my interview with John Nunn I applied to the Geographical Society for the perusal of a chart; but nothing of the island was known there, nor could I learn where any satisfactory description was to be procured. At length I met with the chart published by Mr. Laurie, of Fleet-street, January the 20th, 1849, which is acknowledged to be the best extant, from which parts of the one attached to this work have been taken; and many additions have been made to it on the

west and south sides by Mr. James Lawrence, who was chief mate of the *Royal Sovereign* and had visited the island thrice before he was left there with Nunn and his shipmates. The parts laid down by him are from his own observations upon the coast, and which correspond with and confirm John Nunn's narrative. Many enterprising persons have sent ships upon sealing and whaling voyages; but none, until Sir J. C. Ross visited this island, have thought of proceeding there to examine the country geologically. Yet from such examination it appears probable that results highly important to this country may originate.

Upon perusing Sir J. C. Ross's discoveries in the Antartic regions, his remarks upon the geological character of Kerguelen's Island, and the limited opportunities he had of thoroughly examining any other than its northern extremity—as the ships, whilst at the island, did not move south of Christmas Harbour—I have thought it important that the observations of Messrs. Lawrence and Nunn should be published, as they refer to the existence of several good harbours not at present described, but which may be available to vessels sent there upon a voyage of discovery to ascertain the geological condition of the country, as coal exists in the island, but to what extent is not at present known.

Captain Sir James Ross remarks—"Whethe

the *coal* be in sufficient abundance ever to be of *commercial importance* we had not the opportunity of ascertaining; but at the present day, when steam vessels are traversing every portion of the ocean, it may not be unworthy *a more extended examination:* for in no situation would it be more desirable to have a coal depôt than at this island, lying as it does immediately in the high road to all our Indian and Australasian colonies, abounding with excellent harbours, and a convenient distance from the Cape of Good Hope."

Captain Ross also observes—"The most remarkable geological feature in the island is the occurrence of fossil wood and coal imbedded in igneous rocks: wood highly silicified in parts enclosed in basalt; whilst the coal "crops out" in ravines closely in contact with superimposed amygdaloidal and porphyritic greenstone."

On the south side of Christmas Harbour coal is found in considerable abundance, in the basalt, or in the debris of the neighbourhood. A portion of the trunk of a large tree, seven feet in circumference, much silicified, was dug from below the rock on the south side the harbour: inside the arched rock, fragments of fossil wood are found. By the side of the bay within the arched rock, thirty feet above the sea, is a bed of coal forty feet long and four feet thick, which has a slaty structure, with a fracture, like wood coal.

A thin bed is also found on the north side of the harbour. At the top of Cumberland Bay, about six and a half miles up, is a crater-like hill about four hundred feet high, a little to the southward of which is a bed of coal ten feet long by about a foot in thickness: it "crops out" at the base of a hill by the side of a watercourse, and appears of the nature of Cannel coal. In a neighbouring hill south of this, about twenty yards up a "water run," is another bed of slaty coal, which burns well: this seam or bed appears also on the opposite side of the watercourse, and lies beneath a formation of amygdaloidal greenstone. Fragments of coal have been found in crossing the isthmus from the head of Cumberland Bay to the N.W. coast: it is therefore probable that a bed may be found amongst the rocks in that neighbourhood.

In a small bay called Coal Harbour, on the north side of Cumberland Bay, at no great distance from a watercourse, is a bed of a brittle, slaty, kind of shale, about a foot thick, and ten or twelve feet in length, beneath which it is probable that coal may be found.

Since noticing the observations in Captain Sir J. C. Ross's voyage to the southern seas, I have been anxious to obtain all the information I possibly can relative to the harbours unnoticed in Mr. Laurie's chart, and Mr. James Lawrence has kindly given every assistance in completing the one here-

with published, to which many of the following observations refer.

John Nunn's account proves that a great portion of the west and south-west, as well as the south part of the island, which at present has not been scientifically examined and surveyed, was known to him and his companions; that the coast line consists of lofty rocks, forming themselves into various bays, which had been visited by him and others engaged in the seal fishery under certain names; that these bays are bounded on each side by lofty and precipitous rocks, and pass some way into the interior of the country, ending occasionally in a stony beach, upon which a run of water discharges itself from a lake or reservoir, or a gradually inclined ravine, along which a stream meanders, having received its waters from the neighbouring mountains: in other instances they terminate in a low pass very little above the level of the sea, and named by the sealers a "haul-over," from their being able to haul their boats over these from one bay to another. Some of these bays are accessible to vessels of four hundred or six hundred tons burden, and where they can obtain good anchorage: the sides of these present stony, shingly, or sandy beaches of various extent, some being very circumscribed, while others measure a mile or more.

Nunn's account also proves that Cape Louis is

not upon the main island as it is represented to be, but upon a smaller one, named Saddle Island, about a mile and three-quarters in length, which is separated from the main island by a narrow strait called "Maryanne's Straits," and which is about thirty yards across at its north entrance, and two-hundred and twenty at the south, a chart of which is given in this work. Vessels of any burden may enter this strait by the southern entrance with a fair wind, and find good holding ground and upwards of twenty fathoms water. The *Frances*, Captain J. Darney, lay here during part of 1818-19-20. The length of Saddle Island from N.W. to S.E. is about one mile and three quarters; from N.E. to S.W., about one mile and a quarter.

North-east of Saddle Island is a capacious bay, named by the sealers "Big Elephant Bay," on the borders of which are smaller ones: of these one is mentioned by Mr. Lawrence, under the name of "Thunder Harbour," on the east of the former bay. The entrance to this is shoal, with not more than two and a half or three fathoms water on the bar. The breakers frequently extend from shore to shore in heavy gales from the N.W.; and when the south-east winds blow, which is seldom the case, the ice proceeding from the interior of the country drives out and endangers a small vessel should she attempt to moor within the harbour for any length of time: it is occasionally very annoying to shal-

lops that may enter to receive a cargo of blubber from the shore.

On the S.E. of Saddle Island is a capacious bay called "Young William Harbour;" but, from its being exposed to the prevailing N.E. winds, it is not advisable for ships to lie there.

East of Cape Bourbon, about ten miles, is a bay called "Sprightly Bay:" although about eight miles in length, with twenty to thirty fathoms water in places, it is not safe for a large ship to anchor in, as the holding ground is insecure; but a vessel of about forty tons may anchor here in safety when waiting a favourable opportunity to visit the neighbouring beaches.

About twelve miles from the last bay to the east is another, named "Rocky or Iceberg Bay," which is about eight or ten miles in length and about a mile in width. Ships usually lie just above some small islands on the larboard side of the entrance, from nine to twenty-four fathoms water, with a bottom of soft mud: the other part of the bay, being exposed to the N.W. wind, is not safe for a ship to moor in, as she might start her anchor in a heavy gale, and be driven on the opposite rocks. The *President*, *Emerald*, *Kingston*, and other ships, have lied here during summer and winter. Table Bay, an adjacent one to the east of this, is more intricate, as there are many rocks and small islands in it: it is a safe bay when

a ship is within ; and, where the mooring ground extends, the bay is about half a mile wide with seven or eight fathoms water. The *Vansittart*, Captain James Bennet, lied here all the winter and part of the summer.

About ten miles to the west of Cape George is a large bay, named "Swain's Bay," with three arms or branches to it, where ships may lie during all seasons with good holding ground of green clay. There the ships *Emily* and *Kingston* wintered in safety : the depths vary from twenty to thirty fathoms, and in some places good anchorage is obtained in ten or twelve in stiff clay : here vessels may lie as smoothly and securely as in a dock, and during the most violent gales they will obtain as good a birth as in Christmas Harbour : the breadth of this bay varies much—from a quarter of a mile to two miles.

Many parts of the east side of the island present a gradual inclination from the shore to the westward, so that an examining party could reach the higher parts in the interior : the Snowy Peak on the S.W. side of the island cannot be ascended to more than one-third of its height : it is constantly covered with snow and ice. The country between Long Point and Shoalwater Bay, and between the former place and Shallop Harbour, is low and marshy, with large ponds in various places during all seasons.

North-east of Cape George are some capacious bays, the first of which is Greenland Bay: to this Cape George forms the south boundary: this is represented as being a fine bay, having lofty rocks on each side of it with good depth of water, good anchorage, and ample space to accommodate a fleet of ships if required, where they may lie secure from the effects of the most violent storms. Some way up, this bay contracts and again dilates into a somewhat basin-shaped expanse of water, at the northern side of which is the pass between the rocks called by the sealers a "haul-over," through which they can haul their boats into the neighbouring bay, called "Royal Sound," which is one of the largest in the island. Beyond Royal Sound is another inlet, called "Shoalwater Bay:" N.E. of this, the coast, for some miles, becomes shingly and sandy, and the land is low and marshy until an approach is made upon Cape Digby.

Mr. Lawrence also mentions another "haul-over," communicating between the extremity of the "Foundry Branch" of Hillsborough Bay, and the S.W. shore of the island at the place known to parts of his crew as "Iceberg Beach," across which a vessel lying in the former place could send its boats over this isthmus to the S.W. side of the island.

Captain Sir J. C. Ross's party saw no land animals, and the only traces of there being any upon the island were the singular foot-prints of a pony

or ass, about three inches in length and two and a half in breadth, having a small and deeper depression on each side and shaped like a horse shoe. The animal had probably been cast on shore from some wrecked vessel: its foot-prints were traced for some distance in the recently fallen snow in hopes of getting sight of it; but the tracts were lost on reaching a large space of rocky ground which was free from snow. There is, however, abundance of food for cattle: two species of grass affording a nutritious fodder for goats, sheep, and pigs. Sheep landed from the ships throve on the grass and soon improved in their condition; but became so shy that they were obliged to be shot when wanted for table: one evaded the most active sportsmen and was left there when the vessels departed. Sir J. C. Ross regrets he had not carried with him some useful animals from the Cape of Good Hope to have stocked the land.

My intention has been to render this little work as scientifically useful as possible; and at the same time, through its agency, to raise a small fund for John Nunn's benefit; since, through misfortune, and an accident he met with soon after his return to England, which deprived him of the principal use of his right hand, he has been unable to follow such occupations as could ensure the support of himself, his wife, and young family.

I beg leave to express my sincere thanks to the

nobility, gentry, and my immediate circle of friends, who have kindly assisted in bringing this narrative before the public ; and, with much interest in Nunn's behalf, solicit further contributions towards the above-mentioned fund, by the purchase of this little volume, from all who may feel for a fellow-creature sincerely and honestly struggling against the effects of an unusual share of misfortunes.

I must express many thanks to my brother, Dr. E. Clarke, for his kind assistance in illustrating this narrative by his first essay at wood engraving, the designs of which are, with two or three exceptions, from Nunn's original drawings and descriptions ; and he offers them here with the intention of giving additional interest to the volume, well aware there are many imperfections which, he trusts, will be kindly overlooked by all who can appreciate the motive and the time and labour bestowed upon them.

The contents of this book have been written at various times, during intervals of other occupations, from memoranda of what John Nunn has related ; and upon Mrs. Clarke has devolved the office of transcribing and preparing most of it for press: with her it has also been a labour of much pleasure, accompanied by an anxious wish to benefit a fellow-creature ; and although it exhibits many defects, if the few authenticated points in

the geographical history of the island should prove available in its future survey ; and if the lovers of humanity shall take an interest in it, and it should lead to the desired result, we shall all feel that the time allotted to its preparation has not been mispent.

W. B. CLARKE, M.D.

Berners-street, Ipswich, Suffolk,

December, 1849.

TABLE OF CONTENTS.

CHAPTER VII.

CHAPTER VIII.

CHAPTER IX.

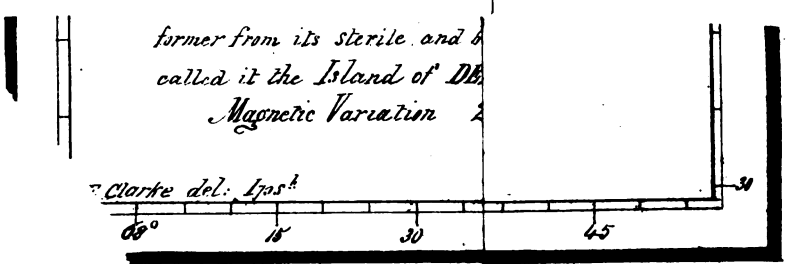
CHAPTER X.

CHAPTER VII.

CHAPTER VIII.

CHAPTER IX.

CHAPTER X.



PORTRAIT OF JOHN NUNN.

CHAPTER I.

JOHN NUNN'S EARLY LIFE—SHIPWRECK—VOYAGE TO DESOLATION — TROPICAL SEA — STORM — WHALES — CHASE — BIRDS — KERGUELEN'S ISLAND — GREENLAND BAY—ARRANGEMENTS FOR THE SEALING SEASON— SHALLOPS—THE LAUNCH.

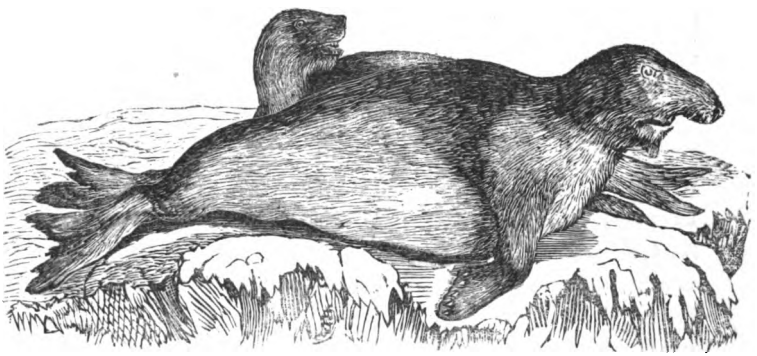
CHAPTER I.

I WAS born at Harwich, in Essex, on the 2nd of July, 1803, and in the early part of my life assisted my father, who was master of a smack in the Harwich fishery. When about fifteen years of age I was apprenticed on board a fishing-smack named the *Neptune's Increase*, belonging to the port of Harwich and to a company engaged in the turbot fishery. At the expiration of two years after my indentures were signed the vessel left Harwich bound to Skilling, on the coast of Holland, to join some other vessels belonging to the same company engaged in the fishery of that coast.

Whilst endeavouring to enter the port in a storm our smack went ashore on the Grove Sand, and the crew were obliged to abandon her and take to their boats. In passing the breakers, a sea filled and upset our boat, driving us all over a part of the sand into smooth water beyond them: we landed on the main sand, having lost all we possessed on board. Here we were unwilling witnesses to the destruction of our vessel, as she soon became a complete wreck, dividing into a thousand pieces which were thrown upon the margin of the sand in front of us. Subsequently we were relieved from our perilous position by boats, and put on board the several vessels belonging to the company and brought to England.

A short time after this I was again apprenticed on board another smack, the *Waterloo*, in which I served during the remainder of my apprenticeship, at the expi-

ration of which I shipped on board a revenue-cutter, the *Defence*, Captain Nind, and remained in this vessel about five months: then left her at Harwich and shipped again in a smack called the *Betsey* engaged in the fishing trade. In this vessel I continued a few months, when, thinking I should like to see a little more of the world, I left her and went to London in April, 1825, where I embarked on board the *Royal Sovereign*, about four hundred tons burden, commanded by Captain Alexander Sinclair, which was fitted out by its owner, Mr. Bennet of Farringdon, for the purpose of making a sealing voyage to Kerguelen's Island, or the Island of Desolation, where it was known several species of seal, particularly the elephant-seal or sea-elephant—(macrorhinus proboscidius, sea-lion of Anson, sea-wolf of Per



ELEPHANT SEALS OR SEA ELEPHANTS.

netty)—abounded, and almost any number of which could frequently be secured. The latter species yields an abundance of pure oil, which it was intended the crew should prepare and bring with them upon their return to England. The intention of this expedition was also to collect the skins of the fur seal and bring them into this country for preparation.

When all arrangements were made on board and pre-

parations for sea completed, we proceeded down the Thames among numbers of vessels that were under sail and following various courses, presenting one of those busy scenes frequently witnessed upon this river. In consequence of our ship being a fast sailer we successively passed and ran a-head of them all. As we approached the Downs, a transport agent ship, being for a short time a-head, tried to "hang out" to windward, and her crew appeared anxious to try the relative speed of their vessel and ours; but, whilst we steadily held our course and ran on, we passed to windward and eventually left them a-stern. After proceeding along the British Channel we were obliged to put into Falmouth from the severity of the weather, at which place we remained a few days until the wind became more favourable, when we again weighed anchor and proceeded upon our voyage. We ran for about a fortnight under a favourable breeze through the Bay of Biscay, past the Spanish, Portuguese, and Morocco coasts, and within sight of the Canary Islands and the Peak of Teneriff, which at the time was zoned with clouds, above which it towered into the clear blue sky. In about ten days more we reached the Cape de Verd Island and dropped anchor at Bonavista, where we took in ten tons of salt, and thence proceeded to the Island of St. Nicholas, where the captain sold his "venture."* On the following day we left and continued our voyage.

Whilst sailing near the line under a beautiful clear atmosphere and within the influence of a breeze scarcely sufficient to carry us through the water, we sometimes were astonished, when in soundings, at the number of porpoises and dolphins which could be observed at times

* The captains of sealing vessels occasionally provide themselves with a few articles of commerce, which they dispose of at the first convenient port visited on their passage out.

following each other for hours together, occasionally accompanied by a grampus of more gigantic growth: at another instant a bonito or albacore would divert us by the rapid and lively manner in which it darts to the surface in its efforts to secure the flying-fish that were occasionally gliding in shoals around us, not unfrequently terminating their rapid flight by falling upon our decks. Here and there the almost glass-like body of the "Portuguese man-of-war" (physalia pelagica) might be seen ploughing its way along the briny surface. To a person interested in objects of this kind a passage over an equatorial sea will afford many an hour's agreeable pastime; for here he will find numbers of the beauteous objects of nature actively engaged and rapidly brought within his view, so admirably calculated to amuse and instruct during the time which often hangs heavily in these regions: and here it is that he may frequently be called to witness those great and sudden changes and dispositions of the elements to whch the voyager is subject. Scarcely a breath exists and not a sail is swollen to waft us onward: yet the ocean heaves its dark blue waters in a long and gentle swell, waving our tall masts to and fro. Nature seems to pause! For a time nothing breaks the awful silence save the rattling to our "reef points" upon the waving canvas. Suddenly all hands are ordered aloft to take in sail: the captain has seen a change in his barometer indicative of an approaching storm. A dark cloud appears just above the horizon, its size increases, and, as the charming azure of the sky is veiled in black, the deep blue ocean turns to darkest green. On comes the storm: the lightning flashes and the thunder rolls: the dense green waves are seen to rise in crests of foam: the breeze increases to a potent gale: the curling waters, whitened by the blast, come dashing towards the ship—

happy for the crew 'twill prove if the sails be all secured: the gale rushes onward and through the masts and rigging howls terrifically: the vessel yields and quickly ploughs the surface of the deep, whitening her prows with foam: all watch with anxious gaze to see how she behaves: the spray from the sea to windward dashes o'er her decks: more and more she yields, until her lee scuppers are buried in the waves: the gale increases. Can she hold her course, or must she bear away and scud until the storm is past? But see! the sky has changed to windward: the clouds upon the horizon seem less dark. Still the lightning flashes and the thunder rolls; but now the rain descends in torrents: the gale subsides, and in proportion to the increased rain the surf appears suppressed: the sky to windward brightens—a silvery space appears between the clouds and the horizon which gradually expands until the azure sky presents itself beyond: the lightning faintly gleams from cloud to cloud: more distant rolls the thunder: the sun again breaks through the clouds and paints the sea with streaks of blue and gold: the darkened veil of clouds is gradually withdrawn and all seems fair again: our decks and rigging soon give up their moisture to the steady breeze: our sails are then unfurled and opened to the wind, and again we plough onward to our destination, curling at our prow the waters of the deep blue sea. Whilst we were upon the line a severe storm and tempest overtook us and continued to prevail about three hours: it suddenly came and as rapidly departed: and that which we have hastily related must be regarded as a faithful picture of what a sailor frequently observes in crossing those regions.

Our sea view was occasionally diversified by the appearance of a whale, either by itself or in company with others: they appeared at a distance, and as their heads

were lifted from the water a jet of white foam or steam shot from their nostrils into the air: we observed them to remain about two minutes above the water, blowing or respiring at intervals from four to five times in a minute, and then disappear for about ten or fifteen minutes, during which time they would progress about half a mile and then re-appear.

In our passage out we kept what is termed a mast head—that is, a man on the look-out at the mast head, whose watch was relieved every two hours: this is a custom amongst vessels engaged in the whale fishery, that notice may be given as soon as a whale appears. Notwithstanding this look-out was kept, we did not lower our boats on the appearance of these whales as they were not sufficiently near to us; and, as we were bound to Desolation after seals, we did not alter our course in pursuit of them.

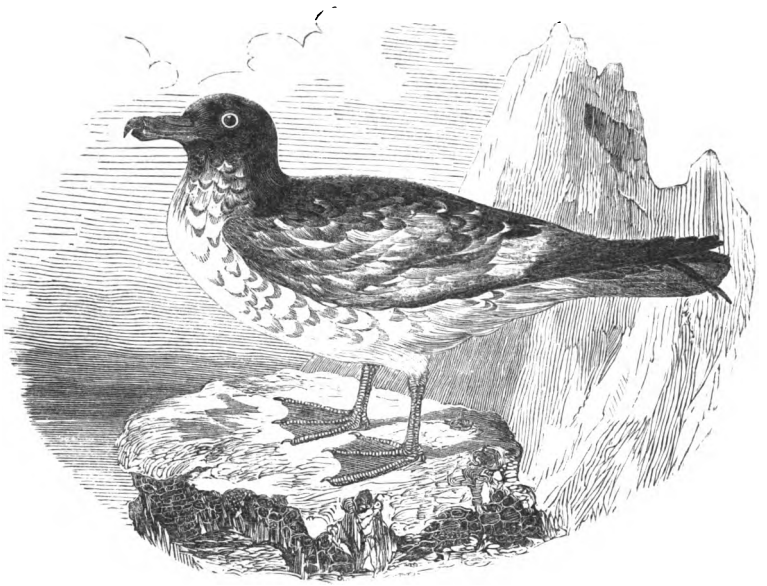
Whilst crossing the S. E. trade-winds, a man one morning being upon the look-out at the mast head sung out a sail to windward, about three points before the beam: the officer on deck asked what she looked like—the man replied she appeared to be a ship bearing down upon us. Upon the application of a glass the information was found to be correct: she was a ship sailing nearly before the wind and apparently bearing down upon us. We kept a careful and scrutinizing eye upon her, still holding our course nearly due south. After a little time we found, as we advanced, she continued to hold out a point or two more to the southward, as if to cut us off. Upon coming nearer to us she hoisted Spanish colours, and we immediately displayed our British ensign at the peak: no sooner had we done this than she hauled down her Spanish colours and hoisted French! As we had previously regarded her with a little suspicion, this movement at once confirmed our

views. Captain Sinclair immediately ordered that we should hold our own course, but make arrangements against an attack. Extra whale spades and lances were got on deck, their points and edges looked to and sharpened if necessary—everything being done below our bulwarks that our movements should not be observed. Our deck guns, consisting of four eighteen pounders and two brass twelves, were then loaded. We had extra guns in the hold, but the captain did not deem it prudent to get these upon deck, but ordered us to stand by with our whale lances and spades, if necessary, to prevent their boarding us. Whilst these preparations were being made, we observed our enemy (for we believed her to be so now) to haul down her French colours and hoist American! As she neared us her commander appeared to find we fore-reached him, and therefore set more canvass: up went his main and mizen royals, fore and maintop studding sails, and immediately he hauled up another point or two more to the southward with the view of running alongside to board us. Many of our crew were old man-of-wars' men, and were for shortening sail, fighting, and giving him a British tar's reception; but Captain Sinclair, who had also served some years in the navy, told us we must not think of it; for, although we might stand as good a chance as he, still, in justice to our owners, we must not do so if we can avoid it; but said—"My lads, if we are obliged to do so, it will be a different thing, and then we will show them, without any hesitation, what we are made of: at present the best policy is to try and outsail him, for if any of us be disabled we know not what the consequence may be to the success of our voyage." He immediately ordered more canvass to be set, and we hoisted our main and mizen royals, and main and mizen top staysails, whilst our boatswain ran forward and slacked the

mainstay lanyard, as we were lying close to the wind. Our vessel was a rapid sailer, and never behaved better than at the present time: every man on board felt the greatest pride on seeing how she walked the waters as the breeze was freshening. We regarded the two vessels with breathless attention for some little time, watching to see "which had the 'legs' of the other!" A few minutes sufficed to prove what would be the result. The pirate came on almost before the wind with as much sail as he could fairly carry in the breeze: it was, indeed, a rakish, cleaver-looking craft: every sail was set and rope hauled taught and in true seaman-like style, and her commander had cracked on all the canvass she could carry, well knowing what she could do. Our ship ploughed on in gallant style; and, notwithstanding we were close hauled to the wind, rapidly forereached her, and every minute brought her more nearly upon our beam.* We were now within a mile of each other, and our glasses showed some of her crew busily engaged in wetting her canvass; notwithstanding which, and that she still hauled a little to the southward, we gradually gained a more extensive view of her larboard beam. Her commander was probably not a little provoked at finding he could do nothing with us, and more particularly to observe how little we cared for him, although he was advancing more directly before the wind. As he came up we took another pull at the lee-braces and kept close to the wind, leaving him to do what he could. He soon proved to us he had discovered the true state of things; for, shortly after this, he bore away before the wind, let all his canvass "run amain" upon the caps, clued up his spanker, and, in derision,

* Vide frontispiece, which shows the position of the two vessels—the one to the left is the pirate: that to the right is the *Royal Sovereign* close hauled to the wind.

hoisted the black flag at his peak, and passed through our wake about three quarters of a mile a-stern of us! We went on in delightful style, bearing our ensign at the peak, which was permitted there to unfold itself to the breeze as long as he remained in sight! We rapidly left him in the distance, and the last glimpse we had of him was as a white speck upon the horizon, and we saw him no more!



PINTADO PETREL OR CAPE PIGEON.

Proceeding in a steady course over the ocean, we arrived at the latitude of the Cape of Good Hope, but being some leagues to the westward did not get sight of land. As we approached the Crozet Islands, the occasional appearance of birds informed us of their proximity. The large wandering albatross was seen, and the pretty little speckled petrel or "Cape Pigeon," together with some of the smaller kinds allied to the stormy petrel,

assembled around our ship: when about fifteen or twenty miles from land, groups of penguins were seen.

In the course of the day we passed these islands, and ran on towards our destination. On the following day we appeared to have passed beyond the distance to which birds may generally extend their flight from the islands on which they breed, for not one was to be seen. In about ten days we approached the islands to which we were destined; and, as on former occasions, the various species of birds, as albatrosses and petrels, which appear to occupy the position or to represent the varied kinds of gull in the northern latitudes, again appeared. We could not observe these feathered tribes in their busy flight without feelings of extreme pleasure, and we regarded them as one travelling over a dreary desert would view the inhabitants of some city widely separated from the rest of the world, and to which he might be approaching: we appeared, as it were, to identify them with ourselves and with the spot to which we were approaching, looking upon them as harbingers of welcome to the island in whose bays we were about to sojourn for some future months: their appearance is at all times cheering to the navigator. Whilst traversing the ocean in tropical climates, as well as in these latitudes, not a bird is to be seen for weeks together, except in the vicinity of the islands upon which they breed, although it frequently happens numbers of objects exist in soundings upon which they could subsist. The presence of these can generally be ascertained by the appearance of various species of the whale tribe—such as dolphins, porpoises, grampusses, rorquals; and in the southern seas the monstrous sperm whale itself, or the Austral whalebone-whale, usually known to sailors as the right whale, which is the southern representative of the gigantic species of the north, the Greenland whale.

These are frequently to be seen in soundings, pursuing the finny tribes upon which they subsist; and the existence of the former, in their apparent gambols, will generally indicate the presence of the latter; for, where fish are not found, whales and their congeners are but seldom seen.

As Kerguelen Island, the land of our destination, hove in sight, a north-westerly gale, to which these regions are subject, arose and increased to the greatest violence, obliging us to lower every stitch of canvass and scud under our bare masts to the southward of the island, a deep and heavy sea running during the time. Under the influence of this gale we rapidly approached and succeeded in doubling the high land of Cape George, and bore up on the lee-side of the island which sheltered us in a great measure from the violence of the storm: fortunately for us it soon after abated as rapidly as it commenced, and we were enabled to hoist our topsails and beat into Greenland Bay, on the N.W. side of which we came to an anchor in good holding ground and secure harbourage, in the month of August, 1825, after a passage of about four months.

Kerguelen's Island was discovered by M. de Kerguelen, a lieutenant of the French navy. The islands first seen by him on the 13th of January, 1772, were those on the west coast, named the Isles of Fortune, after the ship he commanded. It appears that he also came in sight of the main island; but, in consequence of tempestuous weather, he could not approach: he was driven off, and returned to the Mauritius without examining or landing upon the coast. In December, 1773, whilst in command of the *Rolland*, sixty-four, and *L' Oiseau* frigate, he again came in sight of the northern extremity of the main island, to which he gave the name of Cape François. His ship was again driven from the island

by violent westerly gales, which prevented his regaining it; but, on the following year, M. de Resnevet, in *L'Oiseau* frigate, reached the harbour which they named Baie de L'Oiseau, in which one of his officers landed, and took possession of the whole country in the name of Louis XV., King of the French. When the news of the discovery reached England Captain Cook was preparing for his third and last voyage, and received his instructions from the Admiralty to search for these islands on his way to Van Diemen's Land. Accordingly, in 1776, on December 24th, he observed two islands through the fog when in the neighbourhood of those for which he was in search, and from their cloudy appearance at the time he named them Cloudy Islands. These he found to lie N.E. of the main island: they were of considerable height and about eight miles in circumference. Captain Cook soon after came in sight of the rock named by Kerguelen the "Isle of Re-union," but which he named Bligh's Cap: this is a high barren rock to the northward of the Cloudy Islands. On Christmas-day the two ships *Resolution* and *Discovery* anchored in the Baie de L'Oiseau, and by Captain Cook named, from the day on which he entered it, Christmas Harbour. From this expedition resulted an accurate survey of the harbour, and an examination of the eastern or lee side of the island, from Cape François in the north to Cape George in the south.

Captain R. Rhodes, when in command of the *Hillsborough* whaling ship, in March 1799, surveyed many of the harbours on the lee side while his crew were engaged in the seal, sea-elephant, and whale fishery. Although the season for seals and sea-elephants had expired, he observed the black or right whale in considerable quantities entering the various bays and harbours of the island. While lying in Winter Harbour he ex-

plored about fifty inlets in the *Hillsborough's* boats, where ships of any tonnage might ride in safety during the severest seasons. Between Cumberland Bay and Howe's Foreland is an extensive bay with two branches, one directed S.W. and the other S.E. At a distance of fifteen miles, the S.E. branch is separated from Whale Bay by an isthmus about three quarters of a mile in breadth, across which a boat may be hauled—saving upwards of fifty miles when going into the adjacent bay. In various parts of the island there are many of these "hawl-overs," which the seal fishers avail themselves of in passing from one bay to another. There are several good harbours in this bay. From Port Palliser to the island on which Cape Henry is situated, the distance is about twelve miles: the latter forms a high bluff head-land, standing amidst several smaller islands. Whale Bay, Winter Harbour, Irish Bay, and Foundry Branch inlets, afford ample protection to ships during all weathers. Foundry Branch lies in a S.W. direction, about thirteen miles from Winter Harbour. Elizabeth Harbour and Betsey's Cove afford good anchorage within them.

In Cumberland Bay, about seven or eight miles from the entrance, is a valley running in a S.E. direction, and about five miles in length, across the isthmus opening into White Bay. This valley is crossed by a basaltic dyke, which looks like a wall about four feet high, running in an E.N.E. direction. At the S.W. end of the bay a creek terminates in a moist swampy valley, beyond which is a lake one mile and a half long and half a mile broad, from which the mountains rise to about two thousand five hundred feet in height.

The entrance of Christmas Harbour, between Cape François to the north and the arched rock to the south, is nearly a mile in width: at about half the depth of the bay, it contracts to less than a third of a mile, from

which it gradually diminishes to the beach of dark sand about four hundred yards across at the head of the bay. The shores on each side rise in steep terraces upwards of a thousand feet in height. Table Mount, the highest hill to the north, rises to the height of one thousand three hundred and fifty feet, and terminates in an oval-shaped crater, about one hundred feet in diameter, having some beautifully arranged basaltic columns to the north, with numerous fragments of the same, piled and strewed around the sides of the cone, showing the immense amount of disintegration which has been going on. The remarkable arched rock, noticed and figured by Captain Cook, stands on the southern side: the entrance is about five hundred feet, and appears to have been upheaved in a semifluid state through the elder rock upon which it rests at about six hundred feet above the level of the sea. A ridge of basaltic rocks bounds the harbour to the south, disposed in terraces dipping slightly to the N.W., surrounded by a mass of basalt, rising to a thousand feet above the harbour—(*vide* sketch of Christmas Harbour at the commencement of chap. IV.)

The principal part of the island appears to be of volcanic or hypogene origin, consisting of various forms of basalt, with simple, amygdaloidal, and porphyritic greenstone. Its mountain ranges vary from five hundred to two thousand five hundred feet, having an inclination N.E. and S.W., and intersected by trap dykes, usually basaltic. There are many conical hills with crater-like summits in various parts of the island, and immense quantities of debris accumulated at the base of the hills, in some places two hundred or three hundred feet high. Lakes and reservoirs of water occupy the upper surfaces of the rocks and hills, which receive the drainage from the higher hills or mountains, and discharge the water over the rocks into the bays or gorges by which the line

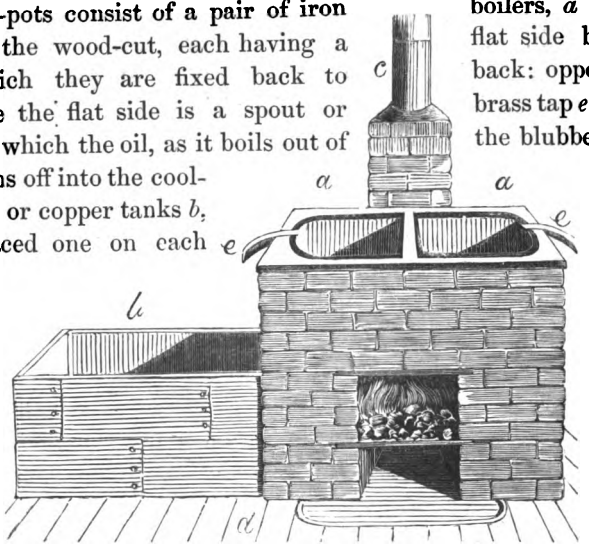
of coast is diversified. After heavy rains these water-courses are swollen into immense torrents or beautiful cascades, which rush in foaming grandeur down the sides of the perpendicular rocks into the sea or harbours beneath. Some of these lakes have narrow outlets through which the purest water is constantly running, offering copious supplies to ships visiting these harbours for the purpose of re-watering.

The valleys between the mountain ranges are filled with a rich alluvium, resulting from the torrents having carried down the products of decomposing rocks from more elevated regions. The valleys, so situated as to receive and retain the drainage of the hills, are covered by a deep tremulous bog, upon which the tussock or bog-plant grows, and into which one will sink up to the knees at every step. On the N.W. side of the island, near Shotbag Bay and African Bay, from a ledge of basalt, the debris, consisting of fragments of basalt, greenstone, &c., rises into a steep and gigantic pile upwards of four hundred or five hundred feet in height: here the thin coating of vegetation is intersected by numerous water-courses, rushing in cascades from the mountains above.

Upon bringing our vessel up in Greenland Bay, which is the southernmost harbour on the S.E. or lee side of the island, we securely moored her on the westward side of the entrance to the basin that lies at the northern extremity of the bay, and near the point which runs out there and which we named Cooperage Point. We lowered her topmasts and dismantled her running rigging, making her as "snug" as possible, intending to lie here during the sealing season and our sojourn upon the island. We put many of our casks on shore and arranged the cooperage upon the beach at the point called by us Cooperage Point.

The try-pots, so named for trying down the blubber,

were "built up" and completely arranged upon the ship's deck before we left England, so that very little time elapsed before we were ready to go to work. These try-pots consist of a pair of iron boilers, *a a* in the wood-cut, each having a flat side by which they are fixed back to back: opposite the flat side is a spout or brass tap *e e*, by which the oil, as it boils out of the blubber, runs off into the coolers or copper tanks *b*, placed one on each



TRY-POTS USED IN BOILING THE BLUBBER OF SEA-ELEPHANTS.

side of the try-pots: each of these coolers will hold about a ton of oil. These pots are built up with brickwork upon the principle of an ordinary copper in England, with a place for a fire beneath, and a chimney, *c*, at the back to carry off the smoke.

The seal fishery of the south is generally conducted in strongly-built vessels of about three hundred or four hundred tons burden, which have generally six boats each, like those for whale fishing; and one cutter-rigged vessel about forty tons, called a shallop, usually taken out in pieces and put together when the ship reaches the scene of action. The crew consists of about four and twenty hands. Upon arriving at its destination the vessel is usually moored in some secure harbour, and

partially unrigged; whilst the furnaces for boiling the blubber, as well as the cooperage, are arranged frequently upon some convenient part of the beach. The shallop is then put together, rigged and afterwards manned by a part of the crew, who sail about the neighbouring shores to collect the blubber from the men who are occupied in the boats, killing and flencing the seals and rafting the blubber from the beach. When filled, these vessels convey the blubber to head-quarters, where the oil is extracted. These operations frequently continue two or even three years, whilst the crew are often submitted to dangers the most daring and privations of the most distressing character.

Whilst part of our crew were busily engaged in lowering the topmasts and casting off the running rigging of the ship and making her secure for the season, others were ordered on shore to examine the two shallops, which we found lying in safety where they had been left by the crew of the *Frances* ship in August, 1820.

It was usual for vessels in the sealing trade, visiting Desolation, to leave their shallops upon the island when they left for England. In 1819, about six years before the *Royal Sovereign* arrived, a ship called the *Frances* was sent to the island by Mr. Bennet of Farringdon, under the command of Captain A. Sinclair: she carried out a shallop, already framed, that she might be built upon the island and used by the crew. Upon the arrival of the *Frances* she entered Greenland Bay, where it was intended she should lie during the season: in this bay the shallop was built, and, upon being launched, received her name after the ship to which she belonged. Whilst this ship was at Desolation, Mr. Lawrence—(who had been on two previous voyages to the island in the capacity of seaman)—when engaged as second mate on board the *Frances*, had the command

of this shallop, in which he visited most of the bays and harbours. The other shallop, named the *Favorite*, was taken out by the ship *Favorite*, in 1818, commanded by Captain Darney, and put together in Maryanne's Straits, near Cape Louis; and when Captain Darney left the island on his homeward bound passage, in 1820, he gave up the *Favorite* shallop to the crew of the *Frances* for their use whilst they remained at the island. Both these shallops were hauled up upon the beach at Greenland Bay, and scuttled by the crew of the *Frances* ship previous to their leaving that bay for England in August, 1820. Here they remained until the arrival of the *Royal Sovereign* in August, 1825.

The examining party, commanded by the captain and one of the other officers, left the ship and proceeded to shore and landed on the beach close by the shallops, and a survey of their condition was taken. Arrangements were made for stopping the scuttle holes and recaulking such parts as appeared defective, and both vessels were well beamed, and "paid" with a good coating of pitch upon their quarter rails and upper works, and in about eight or nine days they were refitted and made ready for sea.

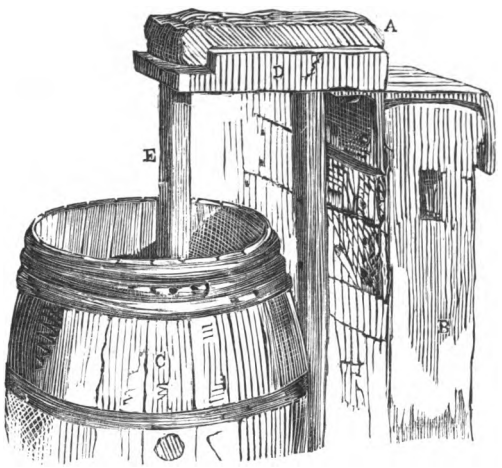
The day being appointed for launching the shallops, an extra number of hands left the ship and went ashore. The captain, as is usual upon such occasions, kindly ordered matters to be so arranged as to make it a joyous day for us all. Early in the morning the union jack and some of our showy signal-flags were overhauled and hoisted at the most conspicuous parts of the ship, and the former floated gallantly from her peak: a flag or two were displayed at the cooperage, and each of the shallops sported one on a flagstaff at her stern. Each boat as she left the ship for the shore hoisted a colour at her stern; three cheers were given and answered from

on board; and it was a day of rejoicing and all hearts were happy. The captain promised us an extra allowance of grog when the shallops were safely launched and the business of the day was over. The bay had a pretty and interesting appearance, and various parts displayed symptoms of rejoicing as the light-hearted tars strolled along the beach, or their whale boats moved over the waters.

The several parties were soon landed with heart-felt pleasure upon the beach: an anchor was carried out and dropped into the basin a-stern of the *Frances*, to which the tackles were belayed for "*boucing*" her down; and, arrangements being made, each set of men stationed themselves upon their respective sides of the *Frances*, and by the signal and well-known cry—without which, apparently, no British tar engaged in the merchant service can haul a rope or apply his shoulder to the lever of his capstan—a jolly "hoy yoy," &c.,—they united their strength, and the little sloop was gradually hauled and forced onward along the beach: a few successive efforts brought her down to the margin of the shore; and the buoyant water lifting and supporting her, a long and continued effort as the crew hauled and leant their shoulders to the work—a run and a jolly hurrah—drove her forward into the water, upon the surface of which she glided and rode triumphantly afloat amidst the cheers of the crew which were re-echoed from the ship. The impetus she gained carried her over the bay until her course was gradually stopped by a well-timed pull at a rope previously belayed to her, and held on shore for that purpose. A whale boat then "took her in tow" to the ship, alongside of which she was laid.

The efforts of the crew were next devoted to the *Favorite*, and in like manner she was borne forward by the aid of the tackles and by the shoulders of the jolly crew, whose united energies propelling her to the water

side launched her from the shore; and, like her consort, she glided gallantly into and along the surface of the water, carrying before her a double sheet of foam, whilst the cheers of the tars rent the air and were reverberated along the lofty rocks of the bay. Thus the two cutters were consigned to the waters, and, being towed alongside the ship, their masts were stepped with all the gear attached and they were speedily rigged; after which, being placed within two cables' length of each other, they were left to ride at anchor until the following morning. Their crews were then appointed, and engaged themselves in transporting, from their own berths on board the *Royal Sovereign*, such articles as they thought would be required on board the shallops. These were put into the whale boats and the crews left the ship, and, pulling alongside their respective shallops, went on board and made the necessary arrangements for the following day; after which they returned to the ship, and according to the captain's promise received their extra allowance of grog, with which they retired to their cabins and wiled away the evening in happiness and joviality, telling merry tales and drinking to their absent wives and sweethearts, a prosperous season in the whale and seal fishery, and a happy return to old England! The grog being finished and jokes exhausted, they turned into their hammocks and slept securely during the night. Early in the morning we left the ship and our crew pulled on board the *Frances* shallop, soon after which the two whale boats pulled alongside: we took them and their crew on board, and by three o'clock in the morning were under weigh, intending to run to the N.W. as far as Iceburgh Bay; but, upon steering out of Greenland Bay and to the southward of Cape George, we found the wind dead against us: we, therefore, resolved to bear up to the N.N.E., and run into Royal Sound.



HORSE FOR CUTTING BLUBBER UPON.—*Vide* page 32.

CHAPTER II.

CAPTURING SEALS—FLENCING AND PREPARING THE SKINS—SEA ELEPHANT SEAL FLENCING—RAFTING THE BLUBBER—LOADING THE SHALLOP—PREPARING THE BLUBBER—IMPLEMENTS FOR WHALING—KILLING WHALES—CUTTING IN—SPERMACETI.

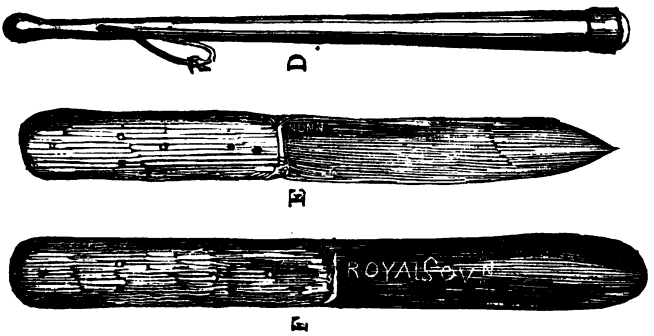
A, the blubber: B, bulwarks: C, the tub, into which the blubber is cut; D, the "horse:" E, foot of the horse.

CHAPTER II.

HE shallop was thus put in requisition and occupied in conveying the whale boats and their respective crews to the beaches found most accessible in Royal Sound, and where the seals and sea-elephants abounded in the various parts of the bay. When a good beach was discovered a boat was lowered and rowed ashore by her crew, and, in the event of sufficient probabilities of success upon one beach, both boats were lowered and their crews pulled to shore: the men landed and hauled their boats up above high-water mark upon the beach, and the attack upon and slaughtering of the seals or sea-elephants commenced.

In preparing for a seal hunt we used to take our "seal clubs" and case containing the knives and steel, which we always wore strapped to our left side: in these expeditions the lance was not required, and therefore not carried, but usually left in or near the boats; and the method adopted by our party, and I believe by all sealers, to render the capture of these creatures as expeditious as possible is the same. It is this—upon approaching a herd of seals some of the party, by previous agreement, devote themselves to the use of the club, whilst others are employed in using the knife. Those with the club in hand precede those with the knife, and the first attack upon each seal is made by a blow with the club over the nose immediately before the eyes; and if a well-aimed stroke falls upon this part of the head the animal is stunned, disabled, and stretched upon the

beach. Without loss of time the men follow with their knives, which they plunge into the chest of the creatures, being careful that their weapons should take that direction in order that the skin may not be damaged.



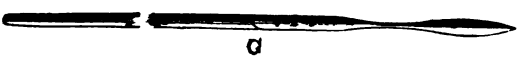
SEAL CLUB AND KNIVES.*

In this manner the men proceed throughout the herd, securing as many as possible before they rush into the sea. The only object in these expeditions is to secure the skins; as the blubber for the purpose of oil-making is disregarded at Desolation by English sealers, since the sea-elephant is a more profitable animal for the sake of the oil. In these expeditions, when as many seals are secured as possible, the whole party "turn to" and flence them or take off the skins, which is done by first making a longitudinal incision from the chin along the throat, chest, and abdomen, to the tail: the skin is then separated from the body so as to expose each limb: a knife is then passed round the narrowest part of each foot: the skin separated from the flesh, and the flipper pulled through the hole in the skin, the remainder of which is then carefully removed so as to leave it entire, none being left upon the body of the animal save the small portions covering the feet. After the skins are

* D, seal club; E, ripping knife; F, flencing knife.

removed they are laid with the inner side uppermost; then carefully doubled, first in a longitudinal direction, the sides into the centre, after which the head end is rolled upon itself into the middle; the tail end is then rolled to meet it, and, these two rolls being doubled together, are tied round by a piece of "rope yarn." In this state they are carried to the ship or to some convenient place where they are unrolled, opened out and laid with their inner sides uppermost, and all the fat and oil carefully scraped from them by the aid of a knife; after which they are salted by the application of salt to the inner surface, upon which it is well rubbed two or three successive times, the skins remaining in this position during the intervals. After each skin is thus well prepared it is again rolled, tied as before, and packed for the voyage home.

The method of securing the sea-elephant differs from the preceding, as their skins are not valued by us: we therefore use the lance instead of the club and knife: the former instrument could not be used in capturing seals, as the skin, which is the most valuable part of them, would be damaged: this is avoided by using the club. The sea-elephant is taken for the sake of its blubber alone, and a hole in its skin is of no consequence; and, moreover, an animal of its enormous bulk could not be destroyed by a club.



ELEPHANT LANCE.

Upon approaching the sea-elephant the lance is held in a horizontal direction towards the end of the shaft with both hands, the left being about three feet in advance of the right, whilst the left foot is also in advance of the right, so as to give the body a firm position. The

lance is furnished with a sharp-pointed and cutting blade, about ten inches or a foot in length, having a shank about two feet long: to this is firmly fitted and rivetted a shaft or handle about five feet in length, and of such a diameter as to be conveniently grasped by a man's hand. The animals are generally, when unmolested, perfectly harmless, and at times will permit us to walk amongst them without taking any notice; but, after a few attacks have been made at the spots to which they resort, fear takes possession of the herd and greater caution is required in getting near them. As we advance upon them with the lance in hand they frequently raise themselves and present a bold front, erecting their proboscis and elevating it over the front of their heads, thus exposing their formidable teeth, the canines of which are extremely powerful and prominent. They would, at times, give us an opportunity of advancing and at once piercing them in the chest—a single thrust frequently being sufficient to destroy life. At other times they lie with their heads low and near the ground; and, as their chests could not conveniently be reached whilst in this position, we used to touch them upon the nose with our lances, at which they elevate their heads and forepart of the body and expose the most vulnerable part of the chest. Care and vigilance are required to prevent their seizing the lance with their teeth, which they will attempt if an opportunity offer; and, should they succeed, will in an instant tear it from the hands and snap it in two. An instance is related of a sailor who was killed by an accident of this kind: the elephant seized the lance by the shank, and by a sudden turn of his head wrenched it from the sailor's hands; the force with which it was done threw the man off his guard and into such a position that the return of the animal's head forced the lance through the poor fellow's chest

and killed him on the spot. The grave is still to be seen where his remains were deposited.

In attacking an elephant single-handed when he advances fiercely upon you—which he sometimes does —open mouthed, with his head at an elevation of seven or eight feet from the ground, supported by a body fourteen or fifteen feet in length, it requires not a little nerve as well as agility to effect a deadly thrust in a body of such magnitude. The larger individuals of this gigantic species may, perhaps, be more conveniently and safely approached by two men; and, should the creature advance too furiously upon one, the other can divert his attack by pricking him in the small or hind part of the body, which immediately induces him to turn suddenly round, when he who may be in the most advantageous situation, watching his opportunity, thrusts his lance into the animal's chest and dispatches him. When the creature's left side is exposed, with the fore foot advanced, it offers an advantageous mark for a thrust of a lance at the region of the heart. This position is more easily obtained, perhaps, than any other, as the animal attempts to escape its pursuers. It is much more difficult to attack these creatures upon sea-weed or kelp, with which many of the beaches in this island are covered, for the feet are apt to sink into the weed at each step, which renders it very difficult to move about with the necessary agility to pursue or to avoid the objects of attack as circumstances may require: it is always preferable to attack them upon the sandy or shingly beaches if possible.

After the elephants are killed, the next process is to flence them, or to remove the blubber, which is done with the flencing knife: after removing the skin the blubber is taken off in large flakes, of a size correspond-

ing to the size of a "horse," which will be described hereafter. The blubber of a sea-elephant is from eight to twelve inches in thickness, and each "horse" piece, as it is called from its being cut to fit the "horse," is about one foot and a half long by one foot wide, and the whole thickness of the blubber. Some of the elephants are so large as to yield seventy-eight "horse pieces" of blubber, three of which would be as much as could be conveniently carried by one man! The process of flencing consists in dividing or separating the blubber into a series of pieces of the above dimensions, by cutting it into these parallel pieces and removing them successively from the flesh or muscle of the animal's body.

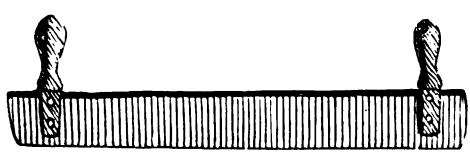
After the process of flencing has ended, the men "raft" the blubber from the shore in order that it may be received on board the shallops: this is effected in the following way—the "horse pieces" of blubber are carried down to the water's edge, and the "raft ropes" are made ready: these consist of rope about the size of a whale-line and about twelve fathoms in length. A hole is made through the centre of the first piece of blubber and the rope passed through and made fast to it, and the successive pieces have each a hole made through the centre and the rope passed through them, and they are disposed like a row of beads. As the pieces are strung they are pushed out upon the surface of the sea, to avoid the trouble of lifting when the process is completed. After the ropes are entirely occupied, or the whole has been threaded or strung in the above manner, the raft of blubber, as it is now called, is towed off to the shallop and taken on board.

Loading the shallops with the blubber from the raft ropes is generally done by two men; one holding the end of the rope by taking a turn round the hand

covered by a mitten: a boat-hook is then fixed into a piece of blubber, about five or six pieces from the end, by the other man, who hauls it up over the gun-wale, slipping it towards the end of the rope: the part of the rope below the pieces hauled up is then grasped and slightly raised, whilst the end beyond the blubber is let go, which causes it to slide off into the hold: in this way the raft ropes are soon emptied and the shallop's hold filled.

After the shallop's crew have taken the blubber on board, sail is made for head-quarters: upon reaching the ship the blubber is put on board and afterwards taken, piece after piece, and laid upon the "horse" and cut into thin slices, by the aid of a sharp knife, into tubs set for the purpose: as the try-pots require replenishing, the thin slices of blubber, prepared as above, are taken from the tubs and introduced into the pots.

The "horse," used for supporting the blubber whilst it is being cut into the tubs consists of a piece of board, about one foot wide by one foot and a half long, having a ledge of wood nailed on each side so as not to extend quite to the end: this has the effect of preventing the blubber from slipping off, whilst the knife is applied to the end and passed from one side to the other in cutting the blubber into slices.



KNIFE FOR CUTTING BLUBBER ON THE HORSE.

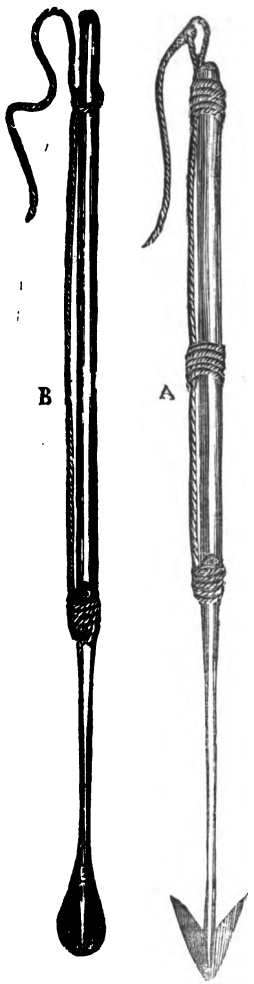
This instrument is hung at one end by two hooks upon the bulwarks of the vessel, and supported by a

strong staff or foot at the opposite end, the lower end of which is set into the tub: the whole is arranged as in the sketch at the commencement of this chapter.

A line, such as is used in taking the sperm whale, is frequently had recourse to in bringing the blubber off from surfy beaches, such a line being about two hundred fathoms in length: one end is attached to an anchor nearly the whole line's length from the shore, having a buoy to indicate its position; the other end is made fast to the rafting ropes, by which they are hauled through the surf alongside the shallop.

I think it adviseable here to introduce a few observations in connection with the whale-fishery of these regions. The line used in killing the right whale (balæna mysticetus), or Greenland whale, is one hundred and twenty fathoms in length; the one used in taking the Spermaceti whale (physeter macrocephalus), and the right whale of the Southern seas (balæna australis), is two hundred fathoms long.

The spanning or "setting up" of an harpoon for use is as follows: a piece of rope of the best quality, called a foreganger, about three quarters of an inch in diameter and eight or nine yards in length, is firmly spliced round the shank of the harpoon, so that the swelling of the socket prevents the eye of the splice from drawing off. The stock which is fitted into the socket is six or seven feet in length, and the fastening of which is sufficient only for retaining it during the discharge of the harpoon. After the stock drops out, a loop of cord at the end, through which the line is passed, prevents it from floating away, and the line remains fast to the shank of the harpoon only by the eye of the splice which surrounds it. The annexed figure will show the disposition of the line in reference to the harpoon.



WHALE-HARPOON AND LANCE.*

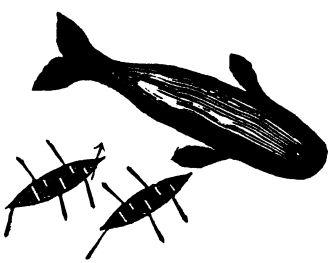
In the case of the harpoon, there is no fastening of the shaft or stock into the socket any further than a careful fitting of wood into the iron will admit of. The harpoon is less liable to draw, or lose its position after it has been discharged into the body of the whale, when the leverage afforded by the shaft is removed by the latter dropping out: the above arrangement is made, therefore, that the shaft may be removed from the socket as soon as possible after the harpoon is lodged in the body of the whale; and it generally happens that the shank is bent at an angle and laid flat upon the body by the tention of the line as the animal rushes through the water.

The manner in which a lance is "set up" differs from the above — first, in having the shaft or handle well fitted and strongly rivetted into the socket: the line which is much lighter or smaller than that of the harpoon is, as in the former instance, firmly spliced round the shank of the lance beneath the socket; but, instead of the shaft or stock having a becket at the end for the

* A, Harpoon; B, Whale-lance.

line to pass through, a half-hitch is made round the end of the shaft when the lance is ready to be thrown. This line is about fourteen or fifteen fathoms in length, and the end of it is attached to the boat by being passed round the thwart: this line enables the lance to be recovered after it has been thrown in the act of killing a whale. The above sketch shows the way in which the line is adapted to the lance before it is used.

In approaching a whale considerable caution is often necessary to be used, as its sense of sight is much more acute than that of hearing; and, moreover, it is required to ensure the safety of the boat and crew. The usual method of approach is by the tail or fluke end, proceeding along its right side, as shown in the wood engraving. Thus approached it offers a better mark for the harpooner, who stands before the fore thwart, with his face towards the head of the boat, and steadied by his legs being placed against the thigh board, which is fixed in the bows of the boat, and has two semicircular openings to receive the man's legs; and the boat is not so readily discovered by the whale.



BOATS APPROACHING THE WHALE.

The boats are best manned with five rowers and one to steer: the steer oar being rather longer than the rest, and its position is secured at the boat's stern by an iron bracket, and a strap or becket on the stern-post through which the oar passes. As the boat approaches the whale the harpooner commands, and men that are used to the work will have their wits and eyes about them and promptly attend to what he directs them to do: he

lays down his oar and takes his station with the harpoon in his hand, and, standing in readiness, he calls out, "Be ready—look out!"—his intention being to strike the whale "between wind and water" as it is called—*i. e.*, at the floating line of water at the animal's side, and just behind or abaft the fore flipper (fore fin). He calls out, "Give way, lads, and mind what you are after: we shall be fast to the whale in a minute!" As they advance he calls out, "Spring, lads, upon your oars!"

Then, as the boat approaches the part of the whale to be struck, he calls out, "Shear off," and the boat has her head directed to the whale and her stern sheared off. Upon the instant previous to casting the harpoon he calls out, "Stern hard," and the men back water and stop the progress of the boat as speedily as possible, and she is backed astern to get her out of the way of the whale, which upon being struck "sounds," or goes head down under water, throwing up its flukes (tail) towards the side upon which it is struck; or it runs with great velocity upon the surface of the water, ploughing along the waves with an undulating motion as it moves, or strikes its tail with immense power upwards and downwards just beneath the surface.

In either case the animal carries the line with him, and it continues to run out with great velocity from the "chocks" of the boat's stem, which part is cased with iron to prevent the friction from setting it on fire. Each line is kept in an oval tub called the "line tub," and within this it lies "Flemish coiled"—one coil within another. The position of this tub is between the after thwart and the one before it; and when a second tub is used in the same boat it stands between the second and third thwart. The line is led from the line-tub to the "loggerhead" on the starboard quarter of the boat, around which it takes a turn; it is then led forward above the thwarts,

and passes through the chocks in the stem of the boat. The harpooner, who pulls the bow oar, also conducts the line over the stem after the whale is struck: he has a couple of lances and the harpoon resting over the "crotch" in his after thole, with the blades forward and the shafts lying under the second thwart obliquely athwart the boat to be ready to his hand: he has also a spare harpoon and five or six spare lances lying in a convenient place by the side of the boat over the thwarts. When the whale is struck and the line is running out, he stands by with the boat-knife or boat-axe to cut the rope if it should become foul, otherwise the boat would be drawn beneath the water in an instant. Under ordinary circumstances the stem of the boat is frequently under water as far as the thigh-board if the whale sounds, whilst the stern is lifted high in the air.

The man who pulls the after oar manages the line from the line-tubs to the loggerhead, and he is called "the line manager," and is assisted by the boat steerer when necessary either in running out or hauling in the line. Each whale-boat is furnished with a mop, a bucket for baleing out the water, or for pouring it on the line whilst it is running out with too great velocity; also a small flag and staff, which is used to indicate the position of the whale after it is killed: it is also hoisted by the crew of the boat which is fast to a whale to indicate what has taken place. This flag is called a "wiff" in the South-sea fishery: a few blue lights are also kept on board the boat to indicate its position at night when at a distance from the ship.

After a whale rises to the surface of the water it spouts from its nostrils a quantity of moist air or steam, which, becoming condensed as it rushes into the air, gives the appearance at a distance of a large fountain or column of water: it continues upon the surface about

two minutes before it goes down again, breathing or blowing at intervals about three or four times in a minute, and then goes under water for about ten minutes or a quarter of an hour, during which time it will swim to the distance of half to three-quarters of a mile before it rises again: in this manner it usually proceeds when undisturbed at sea. It is during the time the whale is upon the surface of the water that the harpooners are enabled to commence their attacks, and every effort is made to approach the creature as soon as it arrives and appears at the surface that it may not have sufficient time to recover its breath before it goes down again.

After the harpoon has been cast and the line run out to a considerable extent, the velocity of the whale diminishes and it ceases to carry any more line out, after which it begins to rise again, and the line is then hauled in as rapidly as possible and coiled into the tubs: the boat being pulled during the time in the direction in which the whale is expected to appear upon its coming to the surface, if the boat be sufficiently near, an effort is made to get within distance to throw a lance at it, and a second or a third, if time permit, before it goes down again; or, a second or even a third boat being sufficiently near, each harpooner perhaps succeeds in fixing his harpoon into the whale: in such case each boat runs the line as in the first instance. Upon the whale coming again to the surface, each boat's crew hauls in the line up as close to the whale as possible and strikes as many lances into it as they can, preparing, of course, for its going down again, should it not be too much exhausted from loss of blood or otherwise: each lance is recovered by means of the line attached to it as previously described. Great care must always be taken in approaching the whale, as its strength is so immense

that a stroke from its tail is sufficient to throw a boat into the air or to crush it to pieces in an instant: this precaution is especially required during its last convulsive struggles, when the sea is frequently lashed into masses of foam.

Upon killing a whale at a distance from the ship, when there is not sufficient time for the vessel to arrive before dark, the small flag called a "wiff," previously hoisted in the boat, is struck into the upper surface of the dead whale to mark its position and as a kind of triumphant signal or expression, but principally to indicate the ship to which the whale belongs when there are more vessels than one upon the station: this flag is displayed by the boat whose headsman or harpooner has first struck the whale, and the ship to which the boat belongs immediately hoists a corresponding one, which settles the proprietorship of the whale and prevents disputes arising between other ships whose boats are also upon the look out. Two holes are made through the tail of the dead whale, and a line passed through them twice or thrice and well secured: the boats take it in tow towards the ship, and blue-lights are occasionally lighted by the crew and answered by similar ones on board the ship, and each endeavours to make for the other until they meet. Having reached the ship, the whale is lashed alongside in a particular manner by means of tackles with the head towards the stern of the ship on the larboard and weather side, and a band of blubber two or three feet in width is cut from that part of the whale which corresponds with the neck in other animals: to the free edge of this a strong purchase is attached by means of ropes and blocks, the upper extremity of which is made fast to the head of the main-mast and the tackle is acted upon by the windlass around which it is applied. This band of blubber is

WHALE CUTTING-IN SPADE.

termed the "kent," because the whale is kented over as it is detached by the "cutting-in-spades" and knives, and the purchase applied to it. The blubber is gradually removed in slips about a foot wide and in length corresponding to the width of the surface above water: each of these slips is attached by its free end by a strap to the "speck-tackle," consisting of a purchase of blocks supported by a strong rope between the main and fore-top: as the end of the slip is lifted, the remainder is gradually detached to the opposite side at the water's edge—then cut off and taken on board to be afterwards cut into square blocks and disposed of. There are about three of these speck-tackles in action at the same time to expedite the process of flencing.

When the whole of the blubber is removed from the part of the whale which is above water a purchase is made upon the kent, and the whale's body revolves and a fresh portion of the whole length is brought upwards, from which the blubber is taken as before. These operations continue until all the blubber is removed. The whale-bone, which lies in numerous layers or laminæ on each side of the mouth, is removed as that part of the head is most conveniently exposed, which is done by the aid of the bone-knives and spades, &c.; and the whalebone is hoisted on board by the speck-tackles and afterwards split into convenient pieces for packing. After the whole of the blubber, whalebone, and jaw-bones are removed, the nose and rump-tackles are cut off, and the remaining part, called "the kreng," is left to become the food of sharks and birds, or it

sinks and is probably soon devoured by the fishes. The blubber is afterwards cut into horse-pieces and stowed away until it can be disposed of as formerly described upon the horses, ready for the trypots.

In the northern whale-fishery the blubber is cut into pieces small enough to enter the bung-hole of a cask, in which it is stowed away and brought home to be "tried down" or boiled in England; but in the South-sea fishery it is treated like the blubber of the sea-elephant and converted into oil in the country in which the ship is stationed, and brought home in that form in casks which are prepared for its reception.

In southern latitudes when a sperm-whale is captured, in addition to the blubber, the spermaceti, as it is termed, which lies in the front part of the head between the crown and the nose, is removed by a hole being cut into those parts and their contents taken out with a bucket. This substance, during the life of the animal, remains in a fluid and oily state; but, upon cooling, congeals into a spongy mass, from which the oil is separated by dripping: this is brought to England in barrels, and afterwards purified by being first placed in hair bags and pressed until it becomes hard and brittle: it is then broken in pieces and thrown into boiling water, where it melts, and the impurities rising to the surface are skimmed off: it is then cooled and separated from the water: after this it is boiled three or four times successively in a slightly alkaline solution, being cooled after each boiling and removed from the former solution: it is then melted and poured into coolers, where it concretes into the white semi-transparent substance seen in the shops. An ordinary-sized whale will yield twelve large barrels of the crude spermaceti.

THREE SWAINS, WEST OF THE ENTRANCE OF SWAIN'S BAY—*Vide* p. 45.

CHAPTER III.

BALLAST — MATLEY'S ISLAND — SOUTH-EAST SHORE — SHALLOP HARBOUR—SWAIN'S BAY—ICEBERG BAY—ADVENTURE WITH ELEPHANTS—FIN-BACKED WHALE—CAPE LOUIS—SADDLE ISLAND—THREE-BOAT PASSAGE —MARYANNE'S STRAITS—WRECK OF THE FRANCES—THE CAVE—A DEVICE—CREW DISCOVERED.

CHAPTER III.

DURING the first month after our arrival we were busily engaged in sealing expeditions on various parts of the lea or S.E. side of the island; and, before leaving Greenland Bay for a passage along the coast, we resorted to the S.E. side of the bay to ballast our shallop, using the large blocks of stone scattered there in immense profusion for that purpose. We visited Royal Sound and the various beaches of this extensive bay. The next inlet to the N.E., called Shoal-water Bay, was then visited by our crew and many elephants taken. In one of our expeditions on the north shore of this bay we met with several herds of elephants lying upon that part called Matley Island; and I well remember killing one upon the grave of Captain Matley, who died during a whaling expedition to this island and was buried here, from which circumstance this little promontory is called Matley's Island; for, during high water, it appears like an island, but at low water the sea ebbs out and leaves the ground dry between this land and the main shore. The stoney and sandy beaches in the neighbourhood of Long Point yielded some elephants and seals; and further to the northward in the vicinity of Cape Digby, and the shore about Mount Campbell, also afforded us some supplies. The next place visited on this side of the island was Shallop Harbour. We put our whale boats on shore there, and they secured a large quantity of blubber and rafted it from the beach, and we took it on board: after which our two boats left

shore and pulled alongside, as we had resolved to visit some of the beaches on the western or weather side of the island, and to leave the present spot for a time. Our cargo of blubber proved so considerable that our mate, Mr. Lawrence, thought it advisable to leave the twelve-foot skiff on shore, believing she would be safe until we had an opportunity of bringing her away at some future time, when we might not have quite so large a freight. As she was a-stern of us, one of the whale boats took her in tow as far as the shore; the crew hauled her up upon the beach some way above high-water mark, turned her over, and left her bottom upwards; but, in order to render her additionally secure from the effects of violent gusts of wind that frequently occur in these regions, they lashed her to two try-pots, of which there were seven or eight that had been left upon the starboard (right hand) side of the beach by some American ship formerly visiting the island.

Each shallop was provided with a skiff, generally called a "dingy" by sailors, usually towed a-stern in fine weather, but hauled on deck whenever there was too much sea: it was used to enable us to go ashore when the whale boats were not with us. I am particular in mentioning this circumstance, as we suffered great inconvenience at a future period from having left this boat ashore, as our narrative will show.

After the crew had thus secured our dingy they again came alongside, and we took them on board as well as the crew of the other whale boat, and then hoisted the two boats on deck. All this having been done, we weighed anchor and hoisted sail that we might proceed to our ship in Greenland Bay. The wind was tolerably fair, blowing off the land, and we ran along the coast, passed Mount Campbell and Cape Digby shores, the lee-beaches, passed Royal Bay and the Bluffs or high

land: then we ran along the sandy beaches to Long Point, and passed the stoney beaches to the Bluffs or highland before reaching Shoalwater Bay: passing "athwart" the bay we ran "abreast" of Prince of Wales's Foreland, and then athwart Royal Sound, round the Bluffs into Greenland Bay; and, leaving Cape George to the S.W. of us, passed up the bay and ran alongside of the ship where we brought up to deliver our cargo of blubber, which was sufficient to keep the "try-works" going for some time. After delivering our freight on board the *Royal Sovereign* we again took the whale boats and their crews on board the shallop, and proceeded on our passage southward round Cape George towards Bull Beach, which lies on the south side of Young William Harbour, with the view of trying our success amongst the elephants upon that shore. The month of October had now arrived and the weather was occasionally fair, but with sudden occurrences of snow and frost of considerable intensity: we doubled Cape George and passed Swain's Bay, and the three remarkable rocks to the N.W. of the entrance: these stand in succession one before the other into the sea, somewhat like the Needles in the Isle of Wight, and have been called the Three Swains: from these the bay takes its name. The wood engraving at the head of this chapter represents a southerly view of the entrance with the three rocks. We ran along the S.W. shore, passing Cave Beach, Boat Harbour, Iceburgh Beach, &c. Upon coming abreast of Iceburgh Bay we dropped anchor; and a boat's crew, of which I was one, went ashore at Reef Beach, which lies within the entrance of this bay, leaving our shallop at anchor within a short distance of Table Head Rock, lying a little to the westward of the entrance of Table Bay.

Iceburgh Bay takes its name from two remarkable

and insulated rocks which stand just within it and which look extremely like two icebergs: the S.E. of these we called Eddystone Lighthouse, from its being not very unlike that building when seen at a distance: the other, which stands a little farther up the bay, is a still more remarkable rock, and appears at a distance precisely like a French lugger with all sails set, standing out of the bay close hauled to the wind. We landed at the point amongst the rocks and passed over to the beach, with the view of ascertaining whether any sea-elephants resorted to the spot. In passing onward we discovered here and there some young elephant-seals, which we generally designated winter-elephants—viz., the young, which we believed were about one year old—the larger and older individuals of the same species migrating to the northward in the autumn, coming principally to the shores of Desolation during the summer months; and we believed the reason why these young elephants remained more usually than the older ones was because they did not possess sufficient strength to enable them to accompany their congeners in their autumnal journeys. Along this shore, as in many other parts of the island, the rocks rise perpendicularly to a considerable height, and near this beach are several caverns within the rocks, into which one may pass by an entrance from the beach: one of these is of considerable dimensions—sufficiently so to shelter or lodge the crew of any of the largest vessels that would be likely to resort to the island upon a similar expedition to our own. The position of this cavern is some way up the bay on the right hand side. We walked along the shore nearly as far as this cavern, and, having observed a number of small elephants, we returned and walked towards Table Bay. Proceeding along the shore we arrived at another cavern, which gave us not a little

surprise, and afforded much amusement; for here, to our astonishment, we observed the entrance of the cavern partially closed by what might be termed immense bars of ice, formed like icicles of gigantic magnitude, standing as pillars of crystal at the entrance of some fairy cavern! Our curiosity prompted us more nearly to approach this unusual appearance of things, to examine the nature of the cavern, whose entrance had been guarded by such a wonderful and beautiful display of congelation.

As we approached, the tales of mermaids' caverns and the abodes of fairy nymphs, which we had heard in our youth, flashed across our minds: here (we said), had the climate been more genial, we could suppose the fairies might resort to deck their golden tresses after laving their ivory forms in the moonlit sea! It is impossible to relate what pictures our imagination might have furnished us with, had not our thoughts been diverted by the unexpected and grotesque appearance of the inmates!

The water, that usually falls in an elegant and gentle cascade from the rocks over the mouth of this cavern, appeared to have been arrested by the frost, forming itself into the crystal pillars which sealed its entrance. The rays of the sun, opportunely gleaming through the clouds, were refracted by the icy surfaces, and met our gaze in a thousand sparks of prismatic light! Most of us had read the "Arabian Nights' Entertainments;" the wonderful "Voyages of Sinbad the Sailor," and the tale of "Beauty and the Beast"—how the fair lady was wonder-stricken at the sudden and unexpected appearance of the Beast—but our astonishment was scarcely less than hers is represented to be as we approached the crystal bars of the cavern and looked through; for within were no less than fourteen young sea elephants

completely imprisoned, and so closely were the pillars of ice formed to each other that it would have been impossible for them to have escaped until the ice melted. They had probably resorted to this place for protection from the inclemencies of the weather; and upon the sudden occurrence of frost, which is usual in this climate, the ice had sealed the entrance and prevented their escape. After amusing ourselves for a little time by contemplating the external beauty of the cavern, and the remarkable group within, the feelings of humanity superseded those of romance, and we resolved upon liberating the prisoners. We accordingly set to work with our hatchets in conjunction with some large stones found on the shore, and in a short time demolished a few of the pillars of ice; after which we retired to a little distance, and soon had the pleasure of observing the liberated group flapping their way with no little precipitation over the ledges of rock and narrow beach into the water, beneath the surface of which they soon disappeared. We waited a short time attentively watching their re-appearance, and soon observed them one after another raise their heads above the surface, upon which they continued to frolic, evidently exhibiting much pleasure in being again in their element. We then retraced our steps, amused at the occurrence, and gratified at having witnessed such positive happiness amongst these creatures of the ocean. Upon reaching our whale-boat we pushed from shore, took to our oars, and soon found ourselves safely on board the shallop, where we amused our messmates by relating the occurrences of the day.

We then continued our passage, and upon reaching Young William Harbour observed a number of sea-elephants upon the shore at Bull Beach on the right-hand side of the bay, and lowered our two whale boats

from our decks, the lances and provisions were put on board, and each man strapped on the case for his knife and steel, took his seal-club, and stepped on board his boat, and, with anticipation of much work, commenced his share of the labour and pulled towards the shore. We brought our shallop to an anchor and prepared to wait the result. The night passed away without any circumstance of moment occurring: the dawn of the following day was remarkably fine, and it continued so throughout: we lay becalmed under a peculiar clear atmosphere during the principal part of it: scarcely was there sufficient breeze to curl the surface of the ocean, which reflected the inverted image of the iron-bound and rocky shores to our astonished gaze—I say astonished gaze, for scarcely ever in these inhospitable regions do we witness such weather as that I am attempting to describe. We were at this time at the entrance of Young William Harbour: the sun shone brightly to the northward sending its cheering beams along the sea: not a ripple curled the ocean, but the long swell heaved its reflecting surface to the eastward or westward, and brought the slightly lengthened image of that glorious luminary in oblique reflections to our admiring gaze. No less astonishing and unusual than the placid atmosphere was the gradual appearance of a fin-backed whale which rose from beneath the sea and took its station alongside our shallop. This was indeed a novel sight to us all, and our crew strode the deck for some time in silence and with a quiet step, occasionally stopping to gaze at the monster as he lay beside us: we wished to make as little noise as possible lest we should attract his attention. Young Stilliman, one of our crew, boy-like and not knowing or reflecting upon the consequence, was anxious to strike the whale with a boat-hook; but our mate would not permit him,

for fear the animal in rage or alarm should injure our vessel. The creature's length considerably exceeded our own, and we felt assured that a blow from its tail might start some of our timbers, and send us to the bottom of that sea which was then so silvery and beautiful around us. After lying some time alongside, the whale's tail obliquely moved from side to side as he "skulled" himself a-head; and though his progress was effected without much apparent effort, his powerful tail but touched yet shook our timbers as he passed, producing a vortex and a whirl of waters that followed in his wake. Our vessel swung a point or two from the stroke, but soon regained her position, as the water in diminishing curls gradually settled to its former placidity. The whale moved on at a gentle pace for a few hundred yards, and then his body assumed a gentle curve: his head went down: his dorsal fin then cut the briny surface, and last of all his tail for an instant was raised above the sea, and in the next, following the gigantic body, was buried in the deep: the waters closed above him and all was still! Our party gazed at each ether in silence, reflecting upon the peculiarity of the circumstance.

In conjunction with this our lamp burnt in the binnacle during the whole previous night and all the day, unnoticed, until the evening when we went to trim it. We might not have thought anything of this; but, in connection with the remarkable appearance of the young elephants on the previous day, and the singular occurence of the whale alongside of us, we were induced to regard them as portending some calamity. Unwillingly such ideas possessed our minds, and we could not remove them.

The crews we had put on shore collected and rafted about fifty tons of blubber and towed it into Young William Harbour, ready for us to take on board the

Frances. After we had shipped it we proceeded to head-quarters, and after delivering the cargo left Greenland Bay, and, with a view of watching the herds of seals and elephants, ran along the lee-side of the island round Cape Francois, on the northern extremity, on our return to the boats at Bull Beach. After doubling the cape and passing the windward or N.W. side and the peaks of Cape Louis on Saddle Island, we were suddenly and without any warning involved in a dreadful snow-storm and fog which obliged us to run for a secure retreat. Proceeding towards Young William Harbour, in the violence of the storm, we unfortunately mistook the inlet called Three Boat Passage for a larger one named Maryanne's Straits, which separates Saddle Island from the main Island of Desolation, and which we believed was a-head of us: we therefore endeavoured to run the shallop into it. Upon discovering our mistake the helm was put down and the vessel thrown up into the wind. Being well accustomed to the management of a fore-and-aft rigged vessel, I ran forward to lower in the jib and let go the anchor when necessary, to bring the vessel up, all which having been done we prevented our shallop from going ashore, and lay here securely untii the storm abated.

Our mate then jumped on shore by the help of a boathook and attached a rope to one of the rocks, by which we warped her off and again got her under canvas and were proceeding satisfactorily; but in one of our boards, as she was coming about, the wind veered and took her a-back; and, as I was forward attending the foresails—the person at the helm not being able without assistance to bring the craft about by hauling the mainsail to windward—before I could get to the stern-sheets to enable me to assist, she missed stays, wore off, and went ashore: a sudden gust of wind oc-

curring at the same instant carried us among the rocks in such a position that we could not remove her. We found, from the shock we had received, that some of the timbers had been injured, and soon after discovered we had sprung a leak. Few situations could be more distressing than ours, as we had no one at hand to assist us: furnished only with a scanty stock of provisions, if we had an opportunity of preserving it, which we much doubted, as the leakage was increasing and little probability remained that our shallop would continue long above water. At present she was held up by a rock; but we feared, as the leak continued and the vessel filled, the greater inclination of her hull might cause her to slip into deeper water, when all would be lost; but if we could get on shore in safety, where could we go for shelter?—as all around us appeared an iron-bound coast. The rocks were rugged and precipitous in the extreme, and amongst these we could scarcely expect to find a spot in which we should obtain protection from the inclemency of the weather.

The names of our crew were these, viz.:—John Nunn, of Harwich; James Lawrence, of Clarence-street, Rotherhithe, mate of the *Royal Sovereign:* John Richardson, and James Stilliman, of Burnham, in Essex.

Upon looking around us we found we could escape and reach the shore in safety, and all succeeded in doing so by the assistance of the oars and boat-hooks with which we swung ourselves from the shallop's deck. By a little manœuvering and exertion we obtained about a fortnight's provision, and several articles which we conceived would be of use in defending us from the inclemencies of the weather, such as the jib of the shallop and a spar or two, and, in fact, anything we could lay our hands upon to pitch ashore. We were obliged to do all this in the most hurried manner, as we observed our

vessel was sinking fast: we secured our seal-clubs and lances, knowing these would be required in obtaining provisions if we were not soon relieved from our present situation. We had scarcely time to remove what we wanted, for the vessel began rapidly to sink, and in a few minutes she went down in about seven fathoms water.*

Our next object was to ascertain if it were possible to find a cavern amongst the rocks into which we could carry those things that we had been fortunate enough to obtain from the vessel. After searching about for some time we observed a kind of cave formed by a projecting ledge of rock overhanging a recess, to which there was a shelving ascent of about twenty feet above high-water mark, near to the inlet in which our shallop went on shore. To this place we carried our provisions and the other articles that had been removed from the vessel: we resolved upon taking up our abode in this place, and accordingly prepared it as well as we could for the residence of our party. We defended ourselves as well as our condition and resources permitted, by securing the entrance of the recess with the jib of the shallop, propping it up by the aid of some staves of a barrel which we found upon the beach and broke up that we might use the parts as we required them.

With the view of informing any of our crew who might touch there of the misfortunes that had befallen us we walked to the bight in Maryanne's Straits and placed a notice upon the bow of the *Loon* shallop which was lying there, writing in large letters with chalk "Look in the cabin;" and in the cabin we wrote also with chalk a description of our abode, stating that we were

* This occurred on November 3rd, 1825.

residing in a cave by the side of Three Boat Passage Harbour, near the spot on which our shallop went on shore.

Although we intended to keep a good look-out for the other shallop and her crew, and also for the whale-boats that might pass within sight of us, still we concluded this was a precaution absolutely necessary to be taken, as the atmosphere about the island is frequently so hazy for days, or even weeks together, that boats might pass, and parts of their crew might even land upon the island and we not be able to see them. We rambled along the beaches and about the rocks for days together, keeping the best look-out we could for any of our messmates who might come in sight, experiencing many misgivings respecting the probability of our being discovered. At night we retired to our cave and made ourselves as comfortable as our peculiar situation would admit of; and to this retreat we were obliged to resort when the inclemency of the weather forced us to seek shelter from the chilling wind and sudden storms of snow which would in a few minutes overtake us, although previously the sky was clear and without an indication of a coming storm.

Day after day passed away and a fortnight elapsed and we had seen none of our crew, whom we knew were busily engaged in various parts of the shore of the main island: our provisions were getting short, and all the horrible ideas of starvation upon this desolate spot presented themselves to our imagination.

The sandy and shingley beaches were here extremely circumscribed: their abrupt terminations bounded by perpendicular rocks rising to a considerable elevation, forming the body of the island which is barren and desolate to a degree, and its craggy heights in all directions exhibiting a subterraneous origin, and terminating in

rough and bare surfaces so uneven that we could scarcely walk upon them: on this account we were principally near the shore, and occupied in looking about us to try and discover some of our shipmates. Thus days passed away, and the melancholy thought would frequently steal over our minds that we might be doomed to starvation upon this desolate spot, as none of our companions could have any idea of our wretched situation; notwithstanding which we endeavoured to keep up each other's spirits by exhibiting as cheerful a disposition as we could, knowing that in all cases of emergency the more energy there is in operation the greater is the chance of success depending upon it, and we exerted ourselves to the utmost in keeping a good look-out; yet this was frequently attended with much difficulty from the hazy state of the atmosphere. One of our party, who had been as usual upon the look-out, strolling over the rocks for that purpose, heard, to his surprise and delight, the voices of persons calling to him from the shore beneath, and, upon his answering and hailing, they each and all of them gave a hearty cheer of pleasure and congratulation. Upon looking over the rocks he observed some of his messmates, whom he had not seen since leaving the ship, coming along the beach.

When they got sight of him on the top of the rocks, they took off their caps and gave him another cheer, and the party came forward and he descended to meet them. They told him that the crew of the *Favorite* shallop, which was commanded by the third mate, Mr. Alexander Distant, had landed in the bight in Maryanne's Straits and observed the notice upon the bow of the *Loon* shallop lying on the shore, had communicated this news to him, and he had ordered the men to return and search for the crew of the *Frances* which had been lost.

Upon discovering us they returned to the *Favorite* to acquaint the mate of their success; and our companion came to us to let us know we were discovered, and that the shallop was ready for us to go on board.

Any one may fancy better than we can describe the delight with which we all received this intelligence. We soon prepared to join the remainder of our crew whom we regarded as our deliverers.

We walked to our retreat in the cave of the rock near Three Boat Passage and took such things as belonged to us—such as our seal-clubs, lances, &c., which we had deposited there. With light hearts we commenced our march over the rocks and along the beach to the boat which was lying in the bight by the side of Maryanne's Straits, with its crew ready to take us on board the *Favorite*. Mr. Distant and his men received us with as much pleasure and satisfaction as we could have expected, for our rescue was looked upon as one from inevitable destruction. They had not heard that we were missing, so that what is generally looked upon as purely a fortuitous circumstance led to our discovery: but, in the present instance, as in others that occurred to us, we must regard it as a kind dispensation of Providence for our safety.

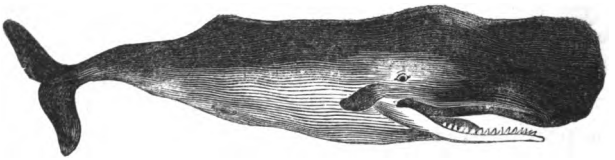
Mr. Distant, whilst navigating the *Favorite* round by Saddle Island, was caught in a squall, which carried away his main-boom, and he accordingly ran into the bight out of Maryanne's Straits with the intention of taking the mast of the *Loon* shallop, which he knew lay there, to make a boom to replace that which was lost. Upon the crew landing and walking up to the *Loon* they observed the words "Look in the cabin," written in chalk upon the bow of the vessel, which induced them to enter the cabin and there they saw and read the notice of our fate. The crew then took

down the mast of the *Loon* and set to work upon it, expecting whilst they were so engaged we should discover them at their work which they executed upon the shore. After working it into a boom they put it into their boat, and rowing it off took it on board the *Favorite*, shipped it, and then rowed back to the shore, landed, and went in search of the party who had been cast away: they walked along the shore, and over the rocks towards Three Boat Passage, calling out at intervals the names of those whom they were in search of, crossing the point of rocks separating Three Boat Passage from Maryanne's Straits; and, advancing towards the situation of the cave, were heard and answered by the party from the rocks above as we have before related.

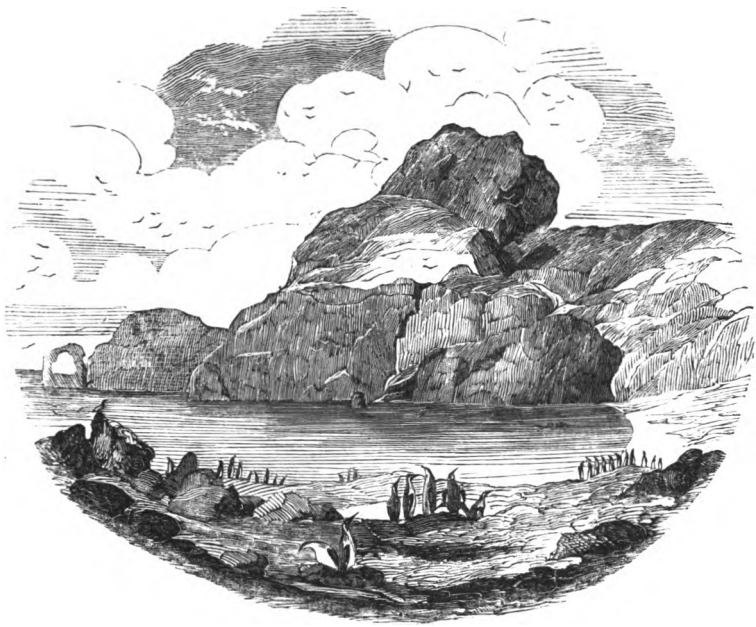
After going on board the *Favorite* we all proceeded to the ship in Greenland Bay, and our party who had been previously cast away upon Saddle Island were appointed to the *Favorite* shallop, with the exception of John Richardson who was replaced by John Manning.

We then proceeded, by the captain's orders, again round to Saddle Island and into Big Elephant Bay, intending to return into Young William Harbour for the two boats and crews that were left in Bull Beach within the harbour, to secure the sea-elephants upon that shore. We arrived at that side of Big Elephant Bay called Old Shoe Hole, where we found a whale-boat and crew, together with a twelve-foot skiff, both of which had been previously left there by the *Favorite* shallop. We commenced an attack upon the elephants which were numerous there, when the whale-boats and crews came into the bay from Young William Harbour and joined us upon the beach.

The vignette below is a representation of the Spermaceti Whale or Cachalot, which is the largest species of the whale tribe inhabiting the northern seas.



SPERMACETI WHALE.



CHRISTMAS HARBOUR—*Vide* page 16.

CHAPTER IV.

WHALE BOAT LEFT AT OLD SHOE HOLE—GREENLAND BAY—ROYAL SOUND—SEA ELEPHANTS—SHALLOP HARBOUR—SNOW SQUALL—REPULSE BAY—CHRISTMAS HARBOUR—A DREAM—WHALE BOAT GONE—LOSS OF THE FAVOURITE—THE RAFT—TWELVE-FOOT SKIFF—BLUE SKIN BEACH.

CHAPTER IV.

UPON our companions joining us we were informed that, several days previously, they had discovered one of the fore-hatches of the *Frances* shallop upon the shore at Bull Beach, which had been washed there by the sea; and when they observed it they were convinced that something was wrong, and felt extremely anxious to proceed in search of us; but, from the storminess and severity of the weather, were not able to leave the beach in the boats for several days; but as soon as the weather permitted shoved off from the shore and rowed over to Saddle Island, along Maryanne's Straits and into the bight, where the *Loon* shallop was lying, and, upon landing, observed the chalkings upon the bow, "Look in the cabin," and going down read the notice of our having been cast away upon the island. They then started in search of our party, and ascending the rocks to the N.E. part of Saddle Island, discovered the shallop lying near Old Shoe Hole. As they looked across the bay (though the distance was about two miles), they thought they discovered our party upon the beach; but, first taking the precaution to visit the cave near Three Boat Passage, according to the notice in the *Loon's* cabin, found we were gone: they then returned to their boats, pushed from the shore, crossed Maryanne's Straits and Big Elephant Bay, and joined us at Old Shoe Hole: here we continued our united operations in killing and flencing the elephants; and, when we had rafted off and taken on board the shallop a cargo of the

blubber, we prepared for leaving the bay. When about to start the boatswain, who had the command of the whale-boat belonging to the *Favourite* shallop, requested our mate, Mr. Lawrence, to let him remain on the shore, as he felt convinced his crew would be able to secure a great many elephants whilst the shallop was gone to the *Royal Sovereign*. This Mr. Lawrence agreed to, and we left the principal part of the provision with him; took the other two whale-boats and their crews on board; and, leaving Big Elephant Bay, proceeded to the ship and put our cargo of blubber on board: then, in order that we might keep the ship's company occupied in trying the blubber, we made an expedition into Royal Sound, in conjunction with the whale-boats and their crews which we had on board for the purpose of obtaining a cargo of blubber. When we arrived in the Sound, we lowered our whale-boats, manned them, and pulled to the shore: the crew landed and commenced the usual attack upon the elephant-seals, which were found lying in considerable numbers upon the beach. The two boats were hauled up beyond the reach of the water, and each man took his lance and silently walked up to the herd, and with deliberation and care singled out an elephant which he intended to attack, choosing in every instance the largest he could conveniently approach, as it would furnish a greater supply of oil. A general attack upon these unwieldy creatures commenced, and, when we had obtained a sufficient number, the process of flencing succeeded: some devoted themselves to this work, whilst others were engaged in rafting the blubber. After we had received in this manner sufficient for a cargo, it was towed from shore and taken on board. The shallop then hoisted sail, proceeded to the ship and delivered our freight, after which we returned to Royal Sound. The crews on shore had

flenced and rafted a sufficient quantity for a second freight which was speedily taken on board, and we ran into Greenland Bay to deliver it, leaving the whale-boats and their crews upon the beach, where they believed it would be advantageous to remain for a few days in order that they might secure a further supply.

After putting the blubber on board, we ran alongside the S.W. beach to obtain ballast for our shallop from amongst the large stones which are abundant there; and, after putting on board as much as we required, left the bay on our passage along the lee-side, intending to go round Cape François in our way to Old Shoe Hole for the whale-boat and crew.

On our first day's passage we ran from Greenland Bay to Shallop Harbour, on which day there was a violent snow-storm in the vicinity of the former place.* At Shallop Harbour we brought up for the night. On the following morning weighed anchor and proceeded to the northward, and in the evening reached Big Bay, and as the wind was fair, passed through the narrow strait into Repulse Bay, and here remained during the night. In the morning weighed and ran for Christmas Harbour which we entered, and brought up intending to remain until the dawn of the following day.

We always ran for a harbour at night, except when the ship's crew were in want of blubber to go on with, and then every effort was made to provide them with a good supply. In Christmas Harbour we lay *eleven days wind bound*, and dare not put to sea as the weather was extremely boisterous and the sea high. On this eleventh night I dreamed that the shallop was lost, and the crew with the exception of myself were lost with her; but that I swam ashore with my bag attached to my back.

* During this storm Captain Sinclair and his crew supposed the shallop was lost, as she was not seen afterwards.

Upon reaching the island I proceeded across it, and came within sight of the ship lying in Greenland Bay, at which time it was blowing a severe gale of wind, so much so that they could not leave the ship to take me on board; but, during the after part of the day, the storm abated and a boat came on shore for me. I was so completely exhausted that I could not walk: they were, therefore, obliged to carry me to the boat, and, placing me within it, rowed off to the ship, and when we came along-side a chair was lowered upon which I was hoisted on board. My dream ended and I awoke.

On the twelfth morning we weighed anchor and proceeded for Maryanne's Straits. When our anchor was stowed and all things clear upon deck, I told my dream to John Manning and James Stilliman, which a little surprised them: they wished me to tell the mate, but I didnot do so, saying, as it was only a dream, I should get laughed at for thinking the matter of any consequence. The weather became very severe, and the sea was so rough that we were obliged to put back into Christmas Harbour again until morning, when it proved a little more propitious. We then weighed anchor and made a passage as far as African Bay which we entered, and came to an anchor for the night. Here we found ourselves much inconvenienced from want of a good supply of fresh water, as the quantity on board had been very inconsiderable for some days in consequence of the difficulty of getting on shore. In several of the harbours we visited there was a good supply to be obtained on shore —in fact, it was abundant in all parts of the island, and most of the inlets had a water-run or waterfall proceeding from the rocks around it. Our great difficulty arose from not having a boat or "dingy," as the sailors call it, to enable us to reach the shore to obtain a supply. We were very cautious in not laying the shallop too

near the shore for fear her hull should be injured by an unseen point of rock. On the following day, being Christmas Day, we weighed anchor again, and proceeded for Old Shoe Hole, where we expected to meet with the crew of the whale-boat which we had left there. In passing into Big Elephant Bay we sailed up towards Old Shoe Hole; and, when we arrived at a convenient distance from the shore, judge of our surprise when we could not observe a single individual of the crew upon the shore! There lay the twelve-foot skiff just as we had seen her lying upon our last visit—viz., bottom upwards upon the tussock on the shore; but, instead of the whale-boat and her crew, we only observed the turf walls which had formed the front of the boat-hut in which the crew had resided; but the boat and her crew were gone.

Thinking the crew might be within hearing, although they could not be seen upon this shore, we fired a musket as a signal which was reverberated through the bay, and we listened until the last echoes fell upon our ear. We found to our great sorrow and disappointment that the crew were gone: they, probably, had waited for us some days longer than they had expected to do, in consequence of our two trips to Royal Sound with the whale-boats, and our detention at Christmas Harbour; and, finding we did not return, concluded probably some accident had befallen us. Such an idea as this would naturally make them feel very anxious about their own safety: for, although we left them sufficient provision for three weeks or thereabouts, that time was nearly expired. We concluded they had crossed the bay, and pulled round and along the shore of the main island to the ship in Greenland Bay. Finding our comrades were gone, we crossed the bay into Maryanne's Straits, and, upon reaching Saddle Island, observed the turf

walls built by the same boat's crew, proving that they had touched here after leaving Old Shoe Hole. We found they had left this place also, probably on their way to the ship, if they reached her in safety, which we trusted they had done. There we brought the shallop up for the night. On the following morning we got our anchor up and entered the bight on the east side of Saddle Island, in which place we knew there was an excellent run or fall of fresh water, consisting of a small cascade falling from the top of the lofty rocks on the N.W. side of this inlet. We believed we could get the shallop sufficiently near to the rock at this place for us to go on shore to obtain water. We gradually advanced along this inlet towards the N.W. side, when we observed our shallop had sprung a leak; and, upon application to the pumps, found there was a large quantity of water in the hold, and to our very great surprise, in an extraordinary and unexpected manner, our shallop was observed to be sinking; and, as there was no apparent cause, we conceived it must originate in the starting of a timber which was more likely to occur in vessels rapidly put together, as these shallops are, than in ordinary vessels, which have more time devoted to the security of their structure.

Notwithstanding all our efforts at the pump, the water gradually gained upon us. We found she was sinking, and all endeavoured to push her into the fleetest water we could find, that she might not sink so deeply as to carry us down with her; and we had just sufficient time to push her over such ground as would support her when she went down head first in about two fathoms, leaving only a part of her stern and break-deck dry and out of water.* After she had sunk, our first consideration was

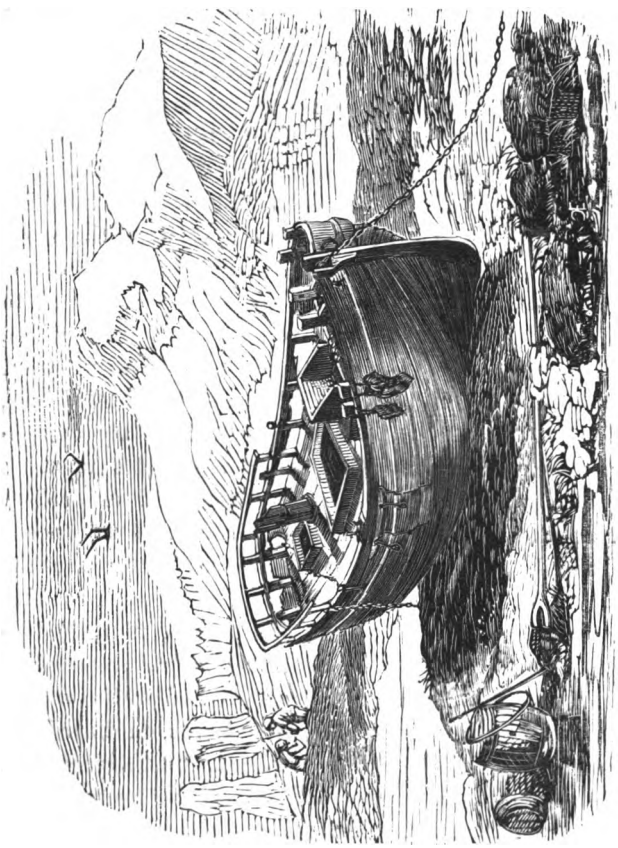
* This event took place December 26, 1825.

how we were to reach the shore in safety, as a considerable distance intervened between us and it, and it was concluded that we should construct a raft of such loose parts of the vessel as we could use for such purpose. We therefore unshipped our boom, after casting off the ropes which were bent on to it: we also used the cabin steps and some spars which we lashed together, and upon these placed the main and fore-hatches, lashing them together to keep them securely in their places. After we had thus constructed the raft, James Stilliman and I got upon it, taking the lead-line with us: one end of this was made fast to the shallop, and Stilliman "paid-off" the other as I pushed the raft with a boat-hook towards the shore. This line was intended to be made a hawling-line both ways—viz., to and from the shore. As we pushed our raft towards the land, it touched the kelp or sea-weed which was lying very thickly and floating about that side of the bay, so that I was obliged to push the raft over and amongst it before we could reach the shore, which we at last accomplished and both landed in safety; but from the materials of the raft having been so firmly involved in the kelp, when an effort was made to disengage it by hawling it back to the shallop by the end which was made fast to it, the rope broke; and upon attempting to haul it back to the shore the other end gave way, and the raft remained adrift. At the present time this proved a very serious inconvenience to us, for the weather was extremely cold: it was blowing, snowing, and freezing sharply—the cold was intensely severe.

At this juncture there was no method of obtaining the raft unless I ventured into the water, as no one was upon it: it had been drawn from the shore and disengaged from the kelp by those on board the shallop before the rope broke. Stilliman was very anxious

that I should swim off to it, as he looked upon it as lost unless I did: he appeared extremely distressed, and urged me in the most importunate way to swim off to the raft. At the time I confess I did not think it practicable, as the cold was so intense; still, on the other hand, I regarded it as an utter impossibility that we could, any of us, long survive the cold unless we could obtain from the shallop what was absolutely necessary to defend ourselves when on shore; and, furthermore, it was impossible that Mr. Lawrence and Manning could reach the land without the aid of the raft. These thoughts induced me to hesitate no longer, and I removed such clothes as I found necessary and plunged into the water and got upon the raft, shoving it by the boat-hook to the shallop, and thus saved it and the rest of our party from the greatest inconvenience, and perhaps starvation. I had no sooner reached the vessel than I found my limbs completely set fast from the intensity of the cold: the mate upon this handed me a quantity of rum, and I drank about a quarter of a pint without feeling much warmth at my stomach; but probably it had the effect of preserving my life, which I feel convinced might have been destroyed from the effects of the cold immersion. I continued on the raft and pushed her backwards and forwards between the shallop and the shore: in this manner we removed all we could obtain from the vessel. During this time it was blowing and snowing extremely fast, and the cold was dreadfully severe. Upon our party reaching the shore we discovered a young sea-elephant about three years old which we succeeded in killing, and then prepared for cooking the heart, tongue, and skirt: this was the first food we had been able to cook for three days, as we had previously exhausted our provision. Our intention in entering this little bay or harbour was to obtain water,

as we wanted a supply and had had none for some days. Everything upon the island at this time was covered with snow, and it was necessary for us to secure as comfortable a place as we could find to shelter ourselves in, and which would defend us from the severity of the season. We took up our residence in the hull of the shallop formerly noticed and called the *Loon*, which



LOON SHALLOP.

had been built and used by the crew of a sealing-vessel of the same name, also belonging to Mr. Bennet,

which formerly visited the island. This shallop was hauled up on to the shore and left in her present position when the ship departed for England. We made arrangements to live in this vessel during our residence upon Saddle Island, or until we might be discovered: using the fore-cabin, as that was the most habitable: having a floor beneath the deck and the body part of a round "bogy," or blubber-stove, in which we could make a fire.

Upon the occurrence of this second catastrophe we almost felt broken-hearted: we had previously experienced the barren and desolate condition of this island in our fortnight's residence upon it after the wreck of the *Frances*. Sudden and melancholy was the thought, which appeared to strike one and all of us at the same instant, that scarcely a chance existed of any part of the crew discovering us again, as no shallop remained to enable them to reach this spot, so distant from where the ship was lying. I again thought of my dream—what was the cause or intention of it?—as part seemed already to have been realized. I now repeated it to my companions, and we conversed for a few minutes upon its singularity. We were soon dispersed and ordered to our duty by Mr. Lawrence, who directed us to proceed and supply ourselves with water from the waterfall at the head of the little bay, and to arrange matters for cooking our provisions. The heart, tongue, nose, flippers, kidneys, and skirt of the elephant-seal were prepared by one of our party; a second was dispatched for the water; and a third made the best arrangements on board the *Loon* in preparing a fire in readiness for the provision. These occupations, in connection with our necessities in the present instance, alleviated our thoughts, and prevented for a time their concentration upon the nature of our distressing situation; and, as soon as our culinary

process was fairly in operation, our minds were again occupied in the removal of what we could obtain from the shallop, all of which were brought on shore and arranged as we thought advisable in rendering the *Loon* shallop as comfortable as our present exigences would admit of. When our provision was cooked and ready, we were summoned by the one who had been appointed by our mate to superintend the cooking department, and we assembled in the cabin on board the *Loon* to partake of what had been prepared for us. Strong necessity and an insufficient supply of food for two or three days had rendered all our appetites peculiarly keen, and we assembled upon this occasion and partook of our "flipper-soup"* with a zest which is scarcely known to a City of London alderman. As the fire diffused its grateful heat amongst us and the means of removing the cravings of hunger were before us, and as we sat beneath the decks of the *Loon* for protection, inexpressible feelings of gratitude arose within our minds towards that Being who in His great mercy had exhibited another proof of His overruling providence! Amongst the various articles obtained from the *Favorite* were all our cooking utensils and about a fortnight's provision, which we endeavoured to apportion to each man, with what we obtained upon the island, in the best manner we could, intending to make it last as long as possible; and, in order that we should retain as much in store as we could, we endeavoured to secure everything which came in our way upon the island that could be used for food.

After remaining here a few days without seeing any of our ship's company, we took the bows out of an old five-oared whale-boat which was lying on the beach and put a fresh stern into it, converting what was for-

* A term applied by the men, as the "flippers," or fee were used in making it.—Ed.

merly the head into the stern: we then nailed the shallop's foresail round the junction of the new work to assist in keeping out the water, as the boat was very old and we had not sufficient implements and materials otherwise to make it secure enough to enable us to cross the Straits, and into Big Elephant Bay to Old Shoe Hole, for the purpose of getting the twelve-foot skiff which we left there when the *Favorite* was in the bay some time before.

As we had no oars by us we exerted our ingenuity in the best way we could in constructing substitutes: the first we made of a round staff which had been used as a gaff, and by us as a boat-hook staff, upon which we nailed a cask-stave: the other we made of part of a whale-boat's keel with a cask-stave nailed to it. After thus preparing our oars we launched the boat and rowed off; but were soon obliged to return and wait for a fair wind and a calmer sea to assist us, as our boat was pulled with great difficulty in consequence of her bottom being covered with the shallop's sail, which held much water, and therefore impeded our progress. A few days after this an opportunity offered and we again put off and crossed the Straits into Big Elephant Bay to Old Shoe Hole: here we landed and hauled the boat in which we had crossed upon the beach above high-water mark, among the tussock-bogs, and left her. We found the twelve-foot skiff and two pair of oars in safety where they had been left. We then returned to the beach and killed an elephant to supply us with blubber for our fuel, and the various parts which we usually secured for food. After having removed these we observed a great deal of sea-making, which was usually the case before a squall; and we held a consultation to decide whether or not it were prudent to attempt to cross the bay, as a squall appeared to be approaching: but we agreed to

push the boat off immediately and endeavour to cross to Saddle Island as speedily as we could. We accordingly launched our twelve-foot skiff, put the different parts of the sea-elephant into it, and pulled athwart the bay into Maryanne's Straits. During our passage there was much swell, and almost as soon as we arrived a violent squall came on. We removed our cargo out of the skiff to the shallop's deck and hung up the provision round her quarters: then hauled up the boat upon the shore above high-water mark and made her secure: we next cooked some of our provision, and afterwards retired to rest with more satisfaction than usual in consequence of our having obtained a boat which, in still weather, might enable us to visit some of the neigbouring beaches in search of provision. The squall continued and it blew hard all night.

In the morning one of our party, who was appointed cook during the week, set to work to produce a supply of salt for our common stock. This was done by evaporating sea-water in a frying-pan: as it boiled away, more water was added until a strong solution was obtained, which was afterwards evaporated to dryness—the salt collected and preserved.

It was the duty of one of our party regularly to be upon the look-out in surveying the island; examining the neighbouring rocks and bays for birds and their eggs in the proper seasons; with orders to keep a good look-out to sea in case any vessel should pass within sight and immediately to report such to the remainder of the party. Our mate, Mr. Lawrence, was particularly anxious to impress this upon us all hoping we should be discovered, and a boat put off, that we might all be in readiness at once and at the same place to get on board. All discoveries of birds, and their places of resort (which we called rookeries), were regularly reported.

Whilst occupied in the several excursions to and from our dwelling in search of provisions, which was our principal employment at this time, our thoughts often turned upon the possibility of making our escape from the island. We knew not whether the *Royal Sovereign* still remained at Greenland Bay; and, if so, whether the captain would send any part of the crew to look for and take us from the island. At one time we thought he had left: at another, we conceived he would not do so without instituting a thorough search for us. Then it occurred to us that, as both shallops were lost, Captain Sinclair might be altogether unable to send any part of the crew in search of us, as the surf upon many parts of the coast, and more particularly upon the weather side of the island, was so considerable that the boats could not land; and, if the vessel sailed without taking us off, we might remain many years upon the island.

During our residence upon Saddle Island we found our provisions extremely scarce at certain times—so much so that we had frequently great difficulty in obtaining a sufficiency for our party. At the present period eight days had elapsed, and we were scarcely able to obtain anything to eat—not even a penguin—which induced us to try and reach Blue Skin Beach* for the purpose of obtaining some sea-elephants, which we knew abounded there at all seasons of the year. In the bay in which we were residing there were only small beaches, not sufficiently attractive to induce the large elephants to make their appearance there during the winter. We consequently proceeded in our skiff to cross Maryanne's Straits; but, not deeming it prudent to land or attempt to land at Blue Skin Beach in consequence of the heavy swell which continually prevailed there, we

* A beach on the south of Big Elephant Bay.

landed on the shore nearly opposite the inlet that we left on Saddle Island. We then proceeded to cross the mountain or ridge of rock which intervened between us and Blue Skin Beach, and which was at least one thousand feet high: this proved difficult to accomplish in consequence of the precipitous nature of the rocks, and more particularly in our weak state, not having had a good supply of food for several days. The ascent was attended with peculiar difficulties amongst a quantity of stone (debris) which had fallen from the rocks above, and at times we arrived at rapid inclinations and perpendicular surfaces which we looked upon as insurmountable: our spirits were ready to droop—still we cheered ourselves during the journey in the best way we could. At length we arrived at a spot which appeared a complete barrier and one that would effectually stop our progress: here we found the sides of a rock presenting themselves as perpendicular walls of considerable height, where, apparently, there had been a cleft or fissure up which we must creep, as a sweep would up a chimney, in order to arrive at the top: at last, by perseverance, we surmounted this also, when such a scene was presented as made us consider ourselves as entirely lost, for here we appeared unable to get either up or down. Standing upon a dizzy height with slippery and ice-clad rocks around us, and the white waves dashing in foaming impetuosity in the bay beneath—here we stood and shuddered at the height we had ascended; and, whilst we contemplated the misty distance between our position and the bay we wished to reach, our hearts beat rapidly and our heads whirled with confusion at the expectation that we should never reach the shore in safety. One of the party exclaimed—"As I have ascended thus far I do not mean to return without obtaining something to eat; and, therefore, will do my

best to descend to the opposite shore:" when I observed that, having accompanied him in many dangers, I would not forsake him now. We, therefore, commenced our descent. At this juncture, Mr. Lawrence attempted to descend a part of the rock he was standing upon when his foot slipped and he rolled down, and near to the very brink over which he would have fallen and been dashed to pieces on the rocks below; but, by a most providential circumstance, he was enabled to save himself by catching hold of a fragment of rock near which he passed: happily for himself and us, he was soon enabled to rejoin us and we proceeded. After much labour and painful exertion we found ourselves safely standing upon the sands in Blue Skin Beach. Many elephants were upon the beach and we killed several of them, and secured the parts we used as food with some of the blubber for fuel. The weather was so intensely cold that our hands, after opening the elephants, were quite benumbed from the blood freezing upon them and forming a complete case of ice over them. From the cold and fatigue, in conjunction with exhaustion from want of food, we had scarcely strength left to enable us to ascend the rocks on our return to the beach where we left our boat, and it was with the greatest difficulty that we could surmount the barrier with the few pounds of provision—(not more than twelve or thirteen pounds per man)—which each bore along with him from the elephants killed upon the beach. We left the carcases upon the shore, which were without doubt speedily devoured by the birds that abounded on all parts of the island. Upon reaching the summit of the rocks we were completely exhausted, and so benumbed by cold that we found it impossible to proceed. The temperature of the air was much reduced, and the cold so intensely painful that, to avoid its effects, we

were induced to bury ourselves in the snow where we remained for three hours; and, in the course of this time, we had become sufficiently warm and energetic to proceed upon our journey, and we reached the beach in safety. The distance we had to pass was not more than a quarter of a mile over a ridge of rugged lofty rock or mountain, and it occupied our time from the dawn of day until dark before we returned to our residence in the shallop; and, upon arriving, found ourselves so completely exhausted that we gave over the idea of cooking our provisions that night, but laid down to recruit ourselves by as comfortable a night's rest as we could procure, and none of us failed in sleeping until the dawn of day, when we commenced preparing and cooking our recent supply of food.

THE MATE'S ACCIDENT IN THE QUAGMIRE.—*Vide* p. 91.

CHAPTER V.

CLIMATE — GRINDSTONE — SHOES — HOTSPRING BAY— MUSSEL BAY—BIRDS' EGGS AT CAPE LOUIS—A JOURNEY FOR EGGS — OLD SHOE HOLE — PENGUINS — ELEPHANTS — NELLEYS — MINERAL PITCH — PUMICE— DUCKS — THUNDER HARBOUR — ICE — A QUAGMIRE — COTTAGE ON FIRE—THE FAVORITE—REPAIRING THE LOON SHALLOP—BOOKS.

CHAPTER V.

FROM the climate of this island being exceedingly severe, damp, and unsettled, we frequently suffered much: the storms of wind, rain, and snow, would suddenly come upon us, and continue for days or weeks together. The winds which chiefly prevail here are the north-west, and to these may be attributed the excessive humidity of the climate. Winds proceeding from a warmer region, where, at a high temperature, they involve a large amount of aqueous vapour, advancing towards the colder parallels of southern latitude, gradually deposit the redundance of aqueous particles; and, coming into the neighbourhood of the lofty and snow-capped mountains of Desolation, are acted upon by these as powerful refrigerators, causing the atmosphere to be filled with heavy clouds which ultimately condense into rain or snow. S.E. winds, when they occur, are generally fine; but, towards their close, and when the N.W. winds are about to set in, the atmosphere becomes wet. During my residence amongst these islands I only remember the occurrence of east winds twice: they were soft, steady breezes, accompanied by haze: and, to the best of my recollection, thunder occurred but once—I think in the month of December. North-easterly winds are usually accompanied by much wet, and when these set in we generally were deluged with rain. Islands about the same parallel of latitude, but more to the west, have a dryer and more genial atmosphere—as at the Crozets,

South Georgia, and the Falkland Islands, at all of which south-westerly winds occur more generally than at Desolation.

The frosts were frequently intense: the ponds or lakes amongst the rocks in various parts of the island would be covered with ice of great thickness in the course of one night: even in the summer months this would frequently take place to our discomfort. Although we suffered much from the severity of the climate, the greatest distress proceeded from the deficiency of food, which at times was extremely scarce; but when birds, seals, and sea-elephants were not to be had, we occasionally took some fish by making hooks of nails, which we bent into such form and attached them to ends made of pieces of "unrove rope" baited with elephant's flesh. We also secured some skate or thornbacks by the aid of our elephant lances: when the water was clear we could observe them upon the ground beneath us, which enabled us to strike and bring them up after having transfixed them at the bottom of the water. The fish we usually met with were what we named rock cod-fish, but they were more like a gurnurd in the form of their head: we also took a larger kind, with scales and a head similar to that of a cat-fish.

In one of my walks over the rocks to the westward of Saddle Island I visited the shore of Loon Bay, which is an inlet south-west of the peaks of Cape Louis; and here I found a part of a grindstone which had been left upon the beach by some of our predecessors in the sealing trade, probably thrown aside by them from its having been broken. Knowing we might find such an acquisition to our working implements of essential service, I returned on the following day with one of my companions, and we carried it across the island to our shallop: we then cut it sufficiently round to make it of use.

By the application of a marling-spike, a mallet, and a little labour, repeated during parts of a few successive days, we were enabled to accomplish this. Having cut the stone into its proper form, we all assisted in mounting it upon a strong frame, with a trough to hold water, and afterwards ground it round with a stone from the beach. We found this of great use to us, particularly to Mr. Lawrence, who was often employed in putting fresh soles to our shoes, which wore out rapidly from constantly walking over the rocks: no sooner had he finished a pair for one of us than another required his assistance. Deal soles lasted a very little time; but one set he made out of a piece of a capstan bar (of oak four inches and a half square), which we found on the shores of Maryanne's Straits, were more durable, but difficult to walk in, especially in snowy weather, for the snow collected beneath them, and then it was not an easy matter to avoid wringing and spraining our ancles.

We occasionally crossed to the opposite side of Maryanne's Straits in search of birds, seals, and sea-elephants, amongst the rocks and small inlets situated there. On this part of the main island is a small bay or inlet, which we called Hotspring Bay, from several hot springs issuing from the base of the rocks, and passing over the stony beach emptied themselves into the Strait. This and some other small inlets are so situated that we used to pass from the extremity of one to that of another, and from this shore we could walk across a neck of land to a small bay called by us Mussel Bay, from our finding a bed of large mussels there. The entrance of this inlet is in Young William Bay, to the westward after leaving Maryanne's Straits: we collected mussels at different times, and carried them home to be cooked; and frequently when we were short of other provisions we visited this bay to obtain supplies. In one of these

small bays or inlets, we discovered the tiller of the *Frances* shallop when we were walking there one day in search of mussels and limpits amongst the rocks: many of these limpits were extremely large, six or seven inches over, and we frequently found them as useful food when we could not obtain other kinds of provision. In consequence of our being frequently subjected to severe privations at our present abode, we all felt extremely anxious to leave this place.

On certain parts of the island were very capacious caverns amongst the rocks whose perpendicular sides reared themselves to a great height, in some instances to several hundred feet. The bases of some or most of these rocks were washed by the sea, and upon which the surf broke with the utmost fury: in other parts there were accumulations of stones and sand, forming small beaches, varying from a few yards to a mile or two in extent, and it is upon beaches of this character that the seals and sea-elephants are to be met with; but, although we might be able to observe them lying upon the shore, it is frequently impossible to approach on account of the surf at one edge and the perpendicular rocks on the other. On the faces of some of these rocks caves of various sizes opened, and of some of these we might have availed ourselves as places of abode; but they were not in parts of the island which would offer a ready access to the various animals upon which it was necessary for us to subsist: we, therefore, felt desirous to locate ourselves upon a more eligible spot; and, knowing there were extensive beaches upon the lee-side of the island, we resolved to reach that part if possible.

One day, James Stilliman (a lad about sixteen years old) had been strolling about the rocks to the westward of the island looking for birds and their eggs, and ob-

served some penguins, but he did not know what kind they were, upon the shore near Cape Louis; and we all four of us agreed to go next day to bring away some of their eggs. We had a very difficult journey over rugged and often precipitous rocks until we arrived at Cape Louis: here we had much difficulty, having to descend amongst rugged rocks and stones down a "water run," between the "Conical Peaks" of Cape Louis, to a part of the beach composed of sand and shingle, about fifty yards in extent, fronting the sea. In different parts of the island there are many water runs of this description, down which the water proceeds from lakes, ponds, and pools, of which there are many upon the lofty and more interior parts of the island, which discharge themselves into the sea down these water runs or water courses; and the one in question proceeded from a large accumulation of water forming an oval or somewhat circular reservoir upon the top of the rocks at this part of Saddle Island.

The water course was about six or eight feet wide, having so rapid a descent that we could not have passed down had it not been for the jutting parts of rock and the accumulation of fallen stones and angular fragments of rocks lying in all directions within it. We used each of us a pair of spare trowsers, with the extremities of the legs sewn up to form them into bags, for the purpose of transporting the eggs to the place in which we could secure them for future use. Upon reaching the shore, after our descent, we found the eggs were those of the Johnny Penguins: we obtained a number of them, as the birds and their eggs were extremely numerous upon the beach, filling our trowsers with them, which we made to contain about six dozen each. After this we slung them at our backs and proceeded upon our return. Although we descended with

comparative ease, our ascent was accompanied by much more difficulty in consequence of the slippery state of the rocks, as their surfaces were covered with ice; for it had commenced to blow and snow with great violence, and also to freeze very severely. The ice at the margin of the water course cut our feet extremely, and thus increased the difficulty of our ascent: we slipped at almost every step, and each slip was accompanied by the breakage of some of our eggs! As we advanced each insecure and slippery footstep, every unfortunate smash amongst the eggs informed us that, probably, our expedition would avail us little; for, by the time we arrived at level and more secure ground, we feared we should scarcely have an egg entire amongst our whole stock. When we reached our journey's end, and had an opportunity of examining the state of the eggs, we found not more than half of them entire; but we confessed this was a much larger proportion than we expected to find whole after such an insecure and unsteady journey with such fragile articles at our backs! We were much rejoiced at finding this supply of eggs, as we had met with only an inconsiderable amount of provision for several days previously, and it frequently occurred that we had much difficulty in obtaining a sufficient quantity for the party. Our satisfaction was, therefore, extremely great upon discovering a new spot from which we might expect to be able at some future time to secure a supply of eggs, which we always set great store by, finding them to satisfy our hunger and to agree well with us. We always anticipated with much pleasure the approach of the season at which the birds resorted to our island for the purpose of depositing their eggs; for, at that time, our anxiety was much relieved by the consciousness of our being able to get a good supply of provision amongst the birds. Until the

instance just related, we had not discovered a spot in which they had deposited their eggs; therefore, we could not do otherwise than hail this event as an auspicious one, and often recalled it to our recollection with great pleasure and satisfaction.

A short time after this, as the birds were resorting to the shores we resolved to leave Saddle Island to take up our residence at Old Shoe Hole for a time; and, during the egg season, we knew there was a place near that spot where the Johnny Penguin (papuan penguin —aptenodytes papua) resorted during the period of hatching. We also knew there was a deserted hut upon the shore, formerly built by a boat's crew belonging to a essel which had lain in Maryanne's Straits during the sealing season. We intended, if possible, to repair this, and make it serviceable to us as a residence: we, therefore, took with us our sealing implements, cooking utensils, and other things that we possessed and that we might want, put them in our boat, and pulled over the bay to the opposite shore. After landing, we hauled our boat up upon the tussock, and leaving her in safety proceeded to examine the condition of the hut. We found the walls standing with part of the thatch upon the roof, but the main beam of the roof was broke and had fallen in: we, therefore, shored it up and placed the rafters in their proper places, and then proceeded to collect the materials for the thatch, which consisted of a long and strong kind of grass that is found growing in the neighbourhood. Although the hut was much out of repair, by our united efforts we soon put it into tolerable condition and took up our residence within it, and found we had made it a very habitable and comfortable place: we all appeared gratified at the change of circumstances and difference of situation as our field of action was considerably increased.

Early of a morning we used to proceed to the spot to which the penguins resorted, and brought home our stock of eggs for the day's supply; and, as we required them, we would make an expedition to secure a sea-elephant upon the beach. After killing one, we, as usual, removed the prime parts for our own culinary use and as much of the blubber as we required for light and fuel; and then return upon our journey homeward, leaving the remainder of the animal's body upon the shore, which, in the course of a few days, would be entirely picked to the bone by the immense number of birds which resorted to this as to all other parts of the island; and, in circumstances of the present kind, the "Nelleys" (sooty albatross, deomedea fuliginosa) were our greatest friends; for they were extremely voracious and would devour an immense quantity of blubber in a very short time. Although the almost insatiable appetite of these birds sometimes interfered a little with us, still we could not help looking upon them as our benefactors; for, through their agency, we were never inconvenienced by the continuance of a putrescent body of an elephant upon the beach.

One day, whilst walking upon the beach in the vicinity of our dwelling, I found a large mass of mineral pitch or asphaltum. At first, I did not know what it was, as it did not appear quite like the pitch I had been in the habit of seeing and using; but the mate, Mr. Lawrence, being upon the shore at the time, I called him, and upon his coming up he told me that it was mineral pitch, which had probably been washed from the volcano or smoking mountain in the neighbourhood of Bonfire Beach, as he had seen some of it before. The piece I had just found was about two feet over and nearly as thick, and I supposed would weigh about sixty or seventy pounds. It occurred to us immediately that it

might be made of great use in enabling us to pitch the seams of our shallop after caulking them. I, therefore, carried it to our hut, that it might be ready when we returned to the *Loon* shallop. A few days after this we found another piece not so large, which we also secured for a similar use. Our mate informed us that he believed a great quantity of this might be found upon Bonfire Beach. We remembered to have seen a piece of pumice-stone upon one of the lee beaches, which we concluded had proceeded also from the volcano.

We all walked out one morning in search of some ducks for our dinner, concluding if we went towards their feeding grounds we should have no difficulty in finding some. The only species of duck we met with at this island is small and about the size of our British teal: in colour it is unattractive: the general plumage of a light brown, speckled upon the back and sides, having a metallic-like spot composed of parts of several feathers upon each wing, like those upon the wings of many ducks in England. This bird supplied us with excellent food, being itself extremely good; and its eggs although small were very delicious, and we obtained a great many of them at the proper season, which is about the month of September—*i. e.*, in the spring of these climates. This bird appears principally to subsist upon the seeds and leaves of the cabbage-plant, which is abundant upon most parts of the island where there is sufficient depth of earth for it to grow. We had discovered a number of ducks near the side of one of the tussock bogs, to the pools of which they frequently resort during the period of moulting, and our party gave chase. After a little running we came up with them and knocked down as many as we thought would suffice for our present demand: these we collected, and each man carried what he had secured and placed with the joint-stock; and

when we assembled, to our great surprise Mr. Lawrence, our commanding officer, was nowhere to be found. What had become of him we could not conjecture: we looked around far and near, but he was not to be seen: we walked to the loftiest ground we could find to take a survey from it over the spot we had passed—still he was not visible: we called, but heard no answer. This was, perhaps, scarcely to be expected, for the wind was blowing briskly over the tussock, amongst which and along the craggy ridges of the mountains it swept with incessant howlings. In conjunction with this, the sounds issuing from the lofty mountains above and around the neighbouring harbour, as masses of ice, detached by the increasing temperature of the air at this season, tottered and fell from the lofty eminences, down which they rolled with overwhelming force, until some opposing range of mountain stopped their course, split them into fragments and sent them tumbling down the declivities with the noise of thunder. From sounds being frequently heard and reverberated amongst the lofty mountains above the adjacent bay it has received its name of "Thunder Harbour." These sounds prevented our voices being heard at a distance, and would obstruct that of another calling to us for assistance. We thought it probable that Mr. Lawrence might have slipped and been involved in one of the bogs which lay in or near the path we had taken when the chase of the ducks commenced, and feelings of horror possessed one and all of us lest he might have sunk to rise no more. As we were all earnestly engaged in the pursuit, and had passed several dangerous places which he had probably arrived at, we were ignorant of the exact course he had taken, and therefore knew not in what direction to search first. We divided and extended ourselves over as large a space as we could consistently with an effectual search,

and each endeavoured to retrace his steps, examining the bogs right and left as he passed on. At length one of the party hearing a sound like that of a person in distress was attracted by it, and led to the spot in which he was found. It was an unusually deep bog, by the sides of which elephants had been wallowing whilst changing their coats, and had reduced it to such a soft and spongy state that sufficient hold was not afforded for the hands to enable one in such a predicament to extricate himself, and there he must have remained and would have lost his life had we not assisted him out. We advanced to the side, which was a tremulous wall of mud, and gave him our hands, by the aid of which he rose from the depths in which he had been ensconced. He might have been an elephant or a man: he looked like a moving pyramid of mud, which was as black as pitch and almost as tenacious! Mr Lawrence told us, as he was in pursuit of some ducks, which passed the bog in which he fell, his foot slipped, and he was precipitated into it, for he could not recover his balance in consequence of the slippery state of the ground, which was only sufficiently firm to enable him to support himself for awhile by sticking his fingers into the mud and holding on in the best manner he could until he was released by our coming up.

One day Mr. Lawrence and I were walking together upon the beach, when I turned round to look towards the hut and observed smoke issuing in a remarkable manner from it. I called out, "Look there: what can be the matter at our hut?"—and as it appeared to increase we walked homeward to ascertain what was the cause of it. As we walked on we found the smoke becoming still more and more copious. Mr. Lawrence remarked, "I really believe the house is on fire: Nunn, I wish you would run forward and ascertain what is being

done there and who is at home." I started off immediately and ran as fast as I could; but, as I went on I observed the smoke gradually to subside, and before reaching the hut it appeared nearly subdued. Upon my arrival I found the cook had left some spare blubber too near the fire, which had melted and run towards it and afterwards ignited, when the flame in an instant travelled over its surface and began to consume the mass of blubber lying against one of the posts or shores of the building; and being engaged at the time in preparing eatables for our dinner at a little distance, with his back turned towards the fire, did not perceive what had transpired until the whole was in a blaze: fortunately perceiving it before the flames had acquired too great ascendancy, by a little prompt exertion he contrived to extinguish it before my arrival.

We lived at this place (Old Shoe Hole) about six weeks; and, as we had discovered the lumps of mineral pitch, thought that with it we should be enabled to pay the shallop after caulking her, and thus make her serviceable to us in reaching a more convenient part of the island. It first occurred to us that we might be able to raise our shallop and repair her hull, in consequence of which idea we all left this part of the shore and crossed the bay into the bight, where the *Loon* shallop lay, again to take up our residence there, with the view of working at the *Favorite* to try and raise her. As so long a time had elapsed, and we had seen none of the crew of the *Royal Sovereign*, we all were convinced that she had left the island, and we resolved to turn our time to the best account, and to make such arrangements as our resources admitted of, to secure employment for our minds and to diminish as much as possible the difficulties of our situation, and particularly those in connection with the means of obtaining a supply of food; and

the greatest of all appeared to originate in the limited character of the coast which we had the command of, depriving us of that chance of supply which a more extensive range would offer. We therefore resolved to exert ourselves to the utmost in providing a vessel sufficiently large to enable us to reach the lee-side of the island, where the beach is more extensive than on the weather-side, or that on which Saddle Island is situated. In the first instance, we conceived it practicable to raise our shallop and make her sea-worthy, in order that we might be enabled to reach a part of the main island which would prove more conducive to our comfort, as we might be able more readily to procure a supply of food; and we sometimes thought we would make an attempt to regain our liberty by leaving Desolation for some inhabited land, such as the Cape of Good Hope, although we believed such an undertaking would be desperate. We did not immediately, upon the sinking of the shallop, attempt to raise her, as we thought it possible the ship might sail round the island and send her boats in search of us before she started for her homeward-bound passage; but such an idea originated in a selfish wish that it might be the case, without reflecting upon the impracticable nature of such a circumnavigation, for the offing the ship would keep to secure her safety in a north-westerly gale would be too considerable generally for a communication to be made with the shore by a boat. Finding she did not present herself off the coast we commenced our work by making an instrument with the shank of a whale-lance, from which we removed the blade, afterwards bending the shank into the form of a hoop, to which we attached a net made of a three-yarn plat. With this we lifted out the ballast: we then attached four casks to the shallop, in conjunction with several pieces of timber and one twelve-foot skiff, with

the intention of lifting her as the tide rose, but found she had sunk too far into the sand, and there was not sufficient lift of the sea at the time of high-water at Desolation, as it only rises about four feet. Finding all our efforts ineffectual we cut her mast away close to the deck with a whale-lance, which we jagged into the form of a saw, as the base of the mast was so far under water that we could not reach it with an ordinary saw: we then unrigged her, towed the mast ashore, dried the rigging and stowed it in a cask for future use.

After this unsuccessful attempt to raise our shallop we gave over the idea of making another, and we therefore resolved to proceed in repairing the *Loon*, in which we were residing. What time we could devote to it in the intervals between our expeditions in search of food was first allotted to the examination of the hull, to ascertain what repairs it required to render it water-tight. We removed the old stove and fitted in its place the one which we succeeded in obtaining from the *Favorite's* cabin: this we found much more effectual in keeping us warm, and also far more convenient in cooking our provision. We also collected and preserved every article we could from the *Favorite* to make our present vessel as comfortable as possible. Whilst engaged in repairing this boat much of our time of an evening was employed in picking and converting into oakum a portion of our hemp cable, which we cut into convenient lengths for that purpose, in order that we might have a supply when we commenced caulking the seams. After we had prepared a sufficient quantity we began the process of caulking, which we conducted with as much regularity as possible: but the most difficult part of the process was yet to come, and this at first gave us much alarm —I allude to pitching the seams, as we were unprovided with the proper material for such purpose, having only

the mineral pitch before described as having been found upon the shores of Big Elephant Bay. This proved very refractory and difficult of management, and the results of our first experiments upon it induced us to believe it would prove useless. As we had no regular pitch-pot by us we endeavoured to melt some of it in a large tin pot, the only thing we could spare for the purpose: in this we found it melted with tolerable readiness, but upon cooling again it became so hard and dross-like that we could do nothing with it. We next tried the effect of melting and mixing it with seal-oil, but all our efforts would not cause them to unite. At last we thought of heating it over our stove and drawing it into long thin strips: this appeared to promise better success, as it became tolerably manageable in this form. When about to apply it one of us took a portion of this, heated it by the fire, and, running at our utmost speed out of the cabin to the spot on which it was to be placed, applied it along the seam, whilst a second person being ready with a hot iron melted it into and over the place it was to secure. During these operations a third party was employed in the cabin attending to the irons at the fire; and his office was also, when the irons were hot, to hand them to the operators outside. This novel method of pitching the seams of a vessel occupied our time fully for many weeks; but, as we were convinced it would prove effectual if persevered in, we closely applied ourselves to the work, which thus proceeded to our satisfaction.

After taking various articles from the partially sunken shallop we removed a plank or two from the deck of the quarter which lay above high-water mark, when, to our great surprise and joy, we found two books—viz., one volume of Young's "Night Thoughts" belonging to me, and a Prayer Book belonging to the cook of the

Royal Sovereign. These were secured with great delight, for we believed they would enable us to pass away much agreeable time: we had the consolation of being possessed of a book through whose agency we could perform and join in divine service, which we continued regularly to do. As the weeks came round we assembled in our cabin, and the mate (Mr. Lawrence), being chief-officer, performed the duties of chaplain and read the service to us. These assemblings and unions of feeling were at all times extremely consolatory, and we never failed to experience an intuitive satisfaction in being thus enabled unitedly to raise our thoughts to that Being who had thus preserved us in safety through the various perils to which we had been submitted. Though we found ouselves upon this desolate island, we had some things about us for which we felt heartily thankful; and we were convinced that, had we been deprived of these, our situation would have been still more forlorn and deplorable. Though we were at an immense distance from our fellow-men, we had in this lonely island an abode which defended us from the inclement elements and removed from us those pangs of distress and wretchedness which were experienced by many of our fellow-creatures even in our native and beautiful country, from which we were so widely separated. The time might come, through the agency of that Providence which had hitherto afforded us its protection, when we should be again restored to our families and friends; and then we should be induced more thoroughly, perhaps, than ever to appreciate the comforts, delights, and privileges which our native country affords to all whose minds are properly disposed to avail themselves of such benefits. We felt convinced that many members of the human family were induced to repine at their own lot when comparing it with those of some upon whom the

good things of this world are more bountifully lavished; but the mind will seldom fail to experience a peculiar consolation if the train of thought be diverted to the *distresses* by which many of the human race are overwhelmed. Whilst we reflected upon our own privations, could we have supposed it probable, or even possible, that we could enjoy again the liberties of England, our minds would have been transported with joy indescribable. By Young's "Night Thoughts" many a delightful hour was passed; for one of our party would read a chapter, whilst the others were engaged in some of the few occupations which our situation afforded.

The vignette below is a representation of the hut we lived in when at Old Shoe Hole, after we had stoned up the ridge of the roof before completing the thatch. A sailor by the name of Jonah built it, and it was jocosely called "Jonah's Hotel" by the sealers of Desolation.

ICEBERG BAY, EDDYSTONE AND FRENCH-LUGGER ROCKS—*Vide* page 104.

CHAPTER VI.

AN UNLOOKED-FOR EVENT — THE DOCK — THE PASSAGE —SMOKING MOUNTAIN—ICEBERG AND TABLE BAY— GREENLAND BAY — BLACK WHALES — HAUL-OVER — ROYAL SOUND—RENCOUNTER WITH A WHALE—SIDNEY COVE — AUSTRA BEACH — BOAT HUT — SHOAL-WATER BAY—A JOURNEY—LONG POINT.

CHAPTER VI.

FTER we had caulked one side of the *Loon*, which occupied about three months, we dug a half-dock on the starboard side of her, placed a broken piece of strong spar in her mast-hole, fixed an anchor abreast of her on the starboard side, attached a tackle to the anchor, and, by the aid of a couple of blocks between it and the spar, we endeavoured to brace her over, but found our efforts unavailing in consequence of the deep trench in which she was lying, formed by the action of the sea; which, during certain winds and tides, would partially lift her and let her down again as a lofty wave ran upon the shore and again retreated: thus she had excavated the hollow which we found extremely difficult to get her out of. We applied every purchase that could be made available, and were sorry it was to no purpose, for we could not move her. We resolved to work out the earth more completely from under her starboard side, and by degrees from beneath her keel, so as to let her down a little, which at length would enable us to accomplish our point. On the following day we were on board getting our dinner: the tide was rising with much sea rushing upon the shore, the fire was blazing in the stove and our saucepan boiling above it, and we were chatting over our future prospects on the other side of the island if we could accomplish the caulking our vessel: we were talking also of the best method of increasing our purchase, as we could not at present succeed in boucing her over. Suddenly we were lifted from the shore, and

in the next instant our shallop came over upon her starboard side, upsetting our cans and dinner utensils; and in the same moment each appeared to anticipate what would be the result, for we all fixed our gaze upon the boiling saucepan as it slipped off the stove and fell hissing and steaming amongst us. We all sprang up, rolling over each other with the utmost confusion to get to a distance, knowing that some of us must be victimised by its contents: each strove instinctively to get out of its way lest he should be the one. The saucepan bounced on to the floor of the cabin, throwing its hot and steaming contents far and wide, and at the same instant each jumped still farther away from it. The confusion was but for a moment. We had all gone to leeward, and the saucepan and its lid were seen rolling amongst their former contents in semicircles upon the floor: each looked at the other with an enquiring gaze to see who was hurt, but fortunately all had escaped with the exception of an inconsiderable sprinkling. The confusion being over we united our efforts to restore to order what had been deranged, and our cook did his best to replace what had been so unceremoniously destroyed.

The change of position in our vessel thus unexpectedly brought about was a new era in our affairs, and we commenced work upon the larboard side, treating it as we had done the first; but it was accomplished more rapidly, eight days sufficing for its completion. After this we completed the dock, first making a "dam" at low-water by the aid of some spars, cask staves, and such materials as we found upon the shore to suit our purpose, sharpened at one end and driven into the shore, filling in amongst them with mud and shingle, watching for and availing ourselves of every opportunity to work whilst there was little or no swell. When we had

finished the dam so as to keep out the water we deepened the dock sufficiently to float her when the dam was taken away: after this we removed the latter and let in the water, when, to our great satisfaction, she floated. We then made a kind of shears of the bowsprit, which enabled us to "step" her mast, after which we proceeded with the rigging, and with as much expedition as possible prepared for the passage to the lee-side of the island. When the process of rigging was completed and she was ready for sea, we put all on board that we possessed or would be useful to us, consisting of our grindstone and tools, elephant lances, seal clubs and knives, and as many spars as we could find, and on the day previous to weighing anchor we had all things safely stowed. The following morning being fine, with a steady northerly breeze, we made our skiff fast a-stern of us, weighed anchor, and with feelings of considerable satisfaction and a deep sense of gratitude to the all-wise Being who had protected us through so many trials we left the little bay, by the side of which our shallop had so long lain in safety, Dec. 26, 1826.

We passed with a favourable breeze into and soon ran through Maryanne's Straits, passing the entrance of Hotspring Bay and Mussel Bay; then running along the rocky shores we successively came to the openings of the several bays with which we were so familiar. Upon passing the entrance of Young William Harbour we surveyed the shore at Bull Beach and Mellish's Beach, upon which we observed a number of sea-elephants lying. We did not enter this harbour, but ran along the weather-shore towards Bonfire Beach. Here we observed the smoke or vapour as usual proceeding from the shore, beneath the volcano or burning mountain, which appeared as active as ever. Mr. Lawrence told us he had been ashore there, and found the water issuing from the springs that are constantly in a state of activity

at the foot of the rocks so intensely hot that he could not bear his hands in them; and sealers, when conveniently situated upon that shore, had resorted to them for the purpose of scalding the feet or flippers of the seals and sea-elephants previous to preparing them for soup: he had found asphaltum or mineral pitch and pumice there: he believed the smoke which we had always observed proceeding from the volcano or crater on the acclivity and summit of the mountain never ceased to issue night or day, summer or winter. We had all passed it repeatedly, but he still more frequently yet had always observed it in a similar condition, and did not remember ever to have seen it accompanied by fire.

We ran onward along this shore, passed Cape Bourbon and arrived at Sprightly Bay; but did not consider it adviseable to enter the latter as it is not much frequented by shallops in the sealing trade, and we were anxious to lose as little time as possible on our passage, and to visit those inlets mostly resorted to by sealers, in order that we might fix some boards descriptive of our fate for the information of any crew that might visit the island. As we came abreast of this bay the wind freshened to a heavy gale: we therefore dropped anchor and rode it out during this night and part of the next morning, with two anchors to windward. Upon the gale subsiding we heaved in our anchors and proceeded.

The next bay we entered was Iceburgh Bay, so called by us from the singularity of some of the rocks at the entrance, which are not unlike a series of icebergs. One of these, from its peculiarly conical form, we named "Eddystone Lighthouse;" the other, which is still more remarkable, we called the "French Lugger Rock," as it presents the appearance of such a vessel standing out of the bay under full sail and close hauled to the wind.*

* *Vide*, wood engraving at the head of this chap.

We fancied to-day, as we passed, it appeared still more like such a vessel than ever. The scene again was new to us after our long imprisonment at Saddle Island, and we delighted in gazing once more upon objects which had given rise to so much pleasurable conversation upon our various passages along the coast.

The evening was drawing on as we approached the next inlet, called "Table Bay:" we, therefore, thought it adviseable to run in and bring our shallop to an anchor. We entered Table Bay, and lay there during that night and the next day, in the course of which time we examined the bay to see what we could find useful, as in our expeditions we picked up nails, pitch, &c.—anything that we could turn to account. We also searched for the *William and Duncan* shallop, which Mr. Lawrence believed was lying amongst some rocks off Table Bay. We found her; but she had floated from her original position over a reef of rocks and had sunk. We left a direction board at this bay, weighed anchor next morning, and proceeded upon our passage for Greenland Bay. We left the harbour with a favourable breeze, and, steering to the southward along the iron-bound shores of the island, passed Iceburgh Beach, and run on towards Boat Harbour which we came abreast of in the middle of the day, having a steady, favourable breeze, during some hours we had made great progress. Soon after this we observed the peculiar rocks, to the north-west of the entrance of Swain's Bay, had hove in sight and were looming upon the horizon on our larboard bow. This produced a pleasurable feeling in the minds of us all: the appearance of these convinced us of our approach to Cape George, and the isolated and singular rock which forms the extremity of the western boundary of Greenland Bay, the place of our destination.

As we approached the Needles, with which we were so familiar under the name of the Three Swains, we held a little consultation whether we should enter Swain's Bay, as we believed a vessel, named the *Emily*, had taken a shallop out and built her in that bay, more securely bolted than usual, for the purpose of sailing her home when the expedition was ended; and we believed this shallop was left in the bay when the *Emily* sailed for England. We thought we would run in and examine it, to ascertain her condition, thinking we might make her available in enabling us to leave the island. As we sailed on, the idea again presented itself that, as vessels sometimes remain two or even three years upon the island, the *Royal Sovereign* might be found still lying at her moorings in Greenland Bay. The thought was a pleasing one, although we feared it was not to be realized, and we ran on across the mouth of the bay without entering it, and soon came abreast of Cape George, which we doubled, and, taking a direction N.N.W., we run into the bay where the *Royal Sovereign* had lied. To our mortification and distress she was not there! She had left on her return to England. We intended to remain here a few days to secure what spars and other things might be found useful in enabling us to construct our contemplated house at Long Point. We put on board our shallop a ton butt of salt, an eighteen gallon cask, a few strong boxes, and some other useful articles which we found upon the beach. In walking to the east-side of the bay to the shore, from which we used to ballast our shallops, we observed the skeletons of a great many black fish lying there: these appeared to have been recently driven on shore, as the flesh had been removed from the bones evidently but a short time. We had previously noticed many individuals of this species lying on the beach in various bays of the

island, occasionally wounded in the body, and we believed they were, at times, chased there by some powerful marine creature, which we conceived might be a shark, saw-fish or sword-fish, or some animal possessed of powerful means of offence, and capable of inflicting severe wounds and impressing these whales with terror, obliging them to retreat into the bays where they are afterwards stranded in shoals. After we had searched the beaches of this bay and obtained from them as many things as we believed would prove useful to us, all of which we put on board, preparations were made for leaving this place. We made our skiff fast a-stern of us, weighed anchor, and proceeded for Shoal-water Bay, to which we ran with a favourable breeze along the land to the entrance of Royal Sound, which we crossed, and, rounding Prince of Wales's Foreland, run into Shoal-water Bay and up to the beach between Captain Matley's Island and the Bluffs, where we dropped anchor and proceeded to land our freight of articles destined to Long Point. Our butt of salt was first got on shore and rolled up to a secure place on the beach: we also landed our eighteen-gallon cask, and the boxes and our stove: the sails, spars, and chimney, were next landed, and laid where the wind would not have any influence upon them, for in these regions the gusts are so sudden and violent as to drive an oar or spar along the shore into the water: this obliged us in all instances to secure what we left upon the beach. We also landed our grindstone and the rest of the articles.

When all things were landed and deposited in safety we went on board again, weighed anchor, and ran back into Greenland Bay which we reached at night, and brought up abreast of Carpenter's Beach, S.E. side of the basin. On the following morning we proceeded to unrig her, got her mast and ballast out, and made ar-

rangements for hauling her up upon the beach. The plan adopted by the sealers, when about to leave their shallops on the shore, which they usually do at the end of the season, is this:—Preparatory to hauling the vessel up, a trench is dug some yards from the water's-edge parallel with the line of beach: into this a plank or strong piece of timber is placed, to the middle of which a stout warp is made fast, and led through or along a trench at right angles with the first and in a line with the course the shallop is to take. When the warp is made fast and the timber in its place, the trench is filled up and the latter covered in: the warp then remains to be led through the second trench in a line with the vessel: to this a powerful treble block is made fast, a warp is then carried round the shallop "from stem to stern," and a strong block, corresponding with the first, also made fast to it: through these blocks a stout tackle is rove, and the crew, hauling upon this purchase, gradually draw the vessel stem foremost above high-water mark if necessary, or to such a height as to render her secure from its influence. When required, during the process, a trench is dug in front of the vessel to facilitate her progress up the beach. When she has been hauled sufficiently high, a small scuttle hole is cut in the lower part of her hull by the aid of a chisel and mallet and she is left: thus our shallop was placed in security. We stowed away her rigging in one of the casks upon the shore to keep it from the weather, and laid her mast in a dry and secure place high upon the beach.

Upon the shores of this bay we observed another large shoal of black whales which had been stranded since we were last upon these beaches, or during the time ...ed in our passage to and from Shoal-water Bay. ... the middle of the day we put the sails of our ... and what spars we could find within reach on

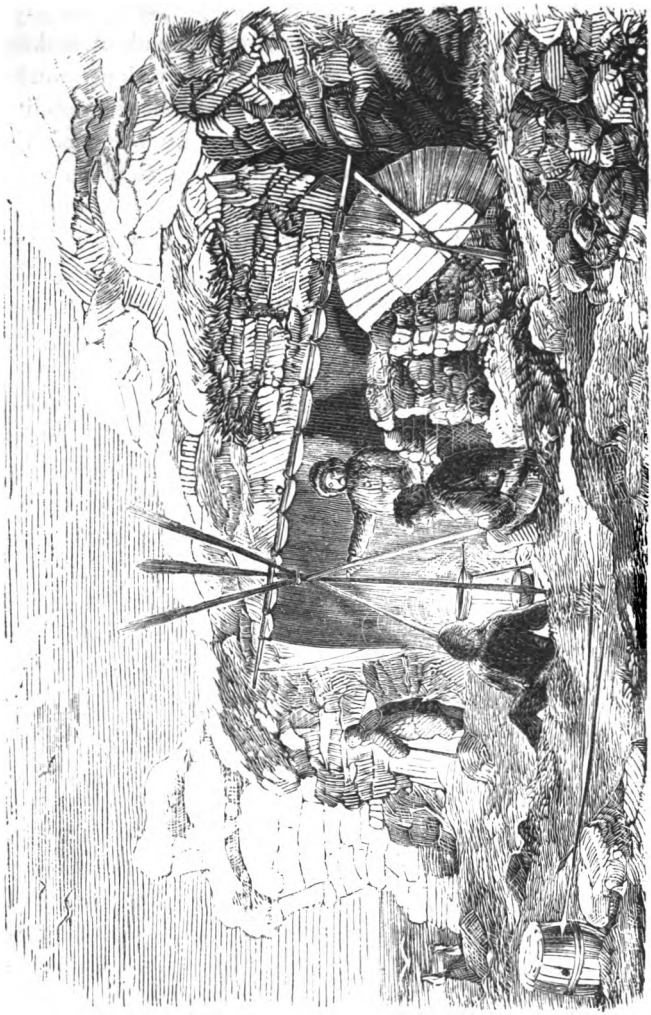
board, and pulled to the head of the basin in our twelve-foot skiff, landed and carried the boat over the neck of land—(called by the sealers a "haul-over"), across which is a ravine communicating between this basin and Royal Sound. Here we turned the boat over, resting it upon one gun-wale, and propping the other up with slabs or masses of turf, building up the front with similar pieces until we had covered in and secured the whole of the space left between the boat's gun-wale and the ground, so arranging the turf as to leave a doorway in front, on each side of which we carried out a wall to defend the entrance from wind and storms. Whenever practicable we arranged our boat so that the bottom was turned to the wind, and the opening of this "boat-hut" to leeward, which rendered it more comfortable than any other arrangement. This plan is generally resorted to by the crews of sealing vessels whilst upon their hunting excursions. When we had built up the boat, we carried our various articles and placed them beneath it to keep them secure from wind and weather. We always travelled, each with our three-pint hook-pot, called by the sailors a "no-favour," a tinder-box and matches: the latter we were extremely anxious to keep dry, and in condition for immediate use. We also had a tin plate and a cup to drink out of; and the shallop, having been furnished with various cooking utensils, we carried them with us on this occasion, as we removed from it everything of the kind likely to be of use at a future period: we had, in fact, all that we possessed upon the island to take care of during this journey or passage to Long Point. In consequence of the weather being extremely stormy we remained here two nights, one whole day, and part of another. The weather becoming more favourable we launched our boat, put our goods within it as usual, and

proceeded to cross Royal Sound. Soon after leaving the shore the wind freshened and it again became stormy, and, at the same time, a large shoal of whales came into the bay and crossed the course of our boat, where they began frollicking and sporting about in all directions, lashing the water into foam, and continually breaching or leaping from the surface, and frequently at no great distance from our boat. At intervals one would spring from the surface and fall upon the back of his neighbour, or rise beneath and force another out of the water: in this manner they glided over, under, and past each other, lashing the sea and throwing their tails into the air: we many times expected they would strike or even be into our boat! We had no alternative, as the creatures were in all directions about us and we pulled on. As the "school" (shoal) passed up the bay, one appeared to be coming a-stern of us, as if our boat were an object of attraction: as we proceeded this whale followed, and upon coming up with us he passed under our boat and lifted her out of the water upon his back! This was to us more than a joke; but we had only one course to pursue, which was to remain as still as possible until he let us down again, when we pulled with all the energy we could muster towards the nearest island, of which there are several in the sound. Notwithstanding our speed he overtook us, and again rising beneath lifted us a second time upon his back, and we expected nothing less than that our boat would be upset! All we could do was to wait until we were fairly afloat again and then pull on. We were anxious not to make a noise or to strike him with our oars; for, had we enraged him, he probably would have fought our boat with his tail, upset, and drowned us all. He had probably followed our boat supposing it to be a whale of its own kind, for she was

painted white below and lead colour above: therefore, not very unlike a whale in general appearance, from beneath. When he gave us an opportunity, we carefully and steadily pulled towards the island to get out of his reach: after a little perseverance we approached the shore, and as the water shoaled he left us and followed his congeners up the bay. We landed, hauled our boat on the shore, and built her up as before described, remaining here during the remainder of this day and night and to the middle of next day, when, the weather being a little more favourable, we launched the boat again, pulled to the opposite side of the bay, and landed at a part of the beach called Sidney Cove. Upon our going ashore we discovered a young "dog-seal," which is the name applied to the young male of the fur-seal: this we killed, and, leaving one of the party to flence it, the rest of us engaged in hauling up our boat and in building her up into a hut. When the preliminaries were accomplished we made a fire and cooked some of the seal, which was very palatable and not unlike mutton in flavour. The weather became dreadfully stormy—successions of snow and rain accompanied by gusts of wind, which howled terrifically along the summits of the rocks and over the beach, as if it would carry our boat and all its contents away with it. In consequence of this unfavourable state of things our expedition was arrested, as we were obliged, as much as possible, to keep beneath our boat. We remained several days in this place until the storm abated, and the weather proved favourable for our expedition, living upon the seals which we met with upon the beach. As soon as the weather permitted we launched our boat again, put in our goods, and pulled down on the same side of the bay to the place called Austra Beach: here we landed and hauled our boat over the neck of land intervening be-

tween this beach and Shoal-water Bay basin, and here stationed ourselves again, preparing our boat as usual: we then proceeded along the shore, some of us going one way and some another in search of provisions and fuel, both of which we should obtain by killing an elephant.

I wandered on for some time without meeting with one; but just as it was becoming dark—(for the evening was approaching)—I observed an elephant upon the shore and killed it. I then removed the parts which we used as food, and as much of the blubber as I could conveniently carry over my shoulder upon the seal-club, which I passed through a hole made in the centre of each piece. I then slung it over my shoulder and walked towards the boat to join my companions. Upon my return I found others of the party had taken some nelleys which, with a portion of the sea-elephant, furnished us with an ample supply for our supper. The night was dreadfully cold, and we felt anxious to light our fire and cook the provision that we might have the benefit of the warmth whilst our broth was boiling. We sat round the fire like a band of gipsies, each endeavouring to approach as close as practicable. I have no doubt we presented a grotesque picture had an artist been there to avail himself of it. We were all greatly fatigued and extremely hungry, and watched the progress of our culinary process with considerable anxiety until the cooking was completed, when we each and all did ample justice to our supper. Not until now did I discover that I had left some of our tin plates at the spot where we last built up our boat. It was my turn to be cook whilst we resided there; and, having charge of the cooking and culinary apparatus, I buried some of them in the sand-bank near where our boat-hut was built to prevent their being blown away by the wind which then



BOAT-HUT, *vide*, page 112.

prevailed, and forgot to remove them when we left. I therefore resolved on the following morning to re-cross the isthmus and walk, along the shore of Royal Sound, back to Sidney Cove.

Our whole party were very much fatigued by the day's exertion and retired within our hut for the night, making a fire of blubber to heat the interior. We slept soundly during the first part of the night; but, notwithstanding our fire, we were all awoke by the intensity of the cold and could get no more sleep—in fact, we were nearly perished as the chilling blast swept along the shore and over the roof of our residence, and believed we could not survive the night if the cold continued. We rose from our sleeping positions and added fresh supplies of fuel to our fire, and sat round it to warm ourselves as our limbs were benumbed with the cold. Our party scarcely ever suffered so much as on this night from want of a proper supply of clothing and we resolved to collect and prepare every skin of the fur-seal we could meet with after this, in order to make use of them for this purpose, and to keep us warm during the night, as we suffered more at such times than in the day. In the morning we walked over the land to the shore of Royal Bay at Austra Beach. My companions came here to return with the spars and other articles left upon the shore. I continued my journey N.W. along the bay to Sidney Cove, where I found the objects I was in search of in the bank in which I had deposited them. These I removed, and, bringing them with me, retraced my steps to Austra Beach, where I arrived after much fatigue. The distance of Sidney Cove from Austra Beach is about ten miles; and as I had been much reduced in strength by long fasting and insufficient food for some days, in conjunction with an almost sleepless night, towards the close of my journey I could scarcely place one foot before another; and when I reached our boat was glad to avail myself of what provision my companions had prepared for me and of what rest I could obtain. During my absence the remainder

of the party had brought the oars, spars, and other things from the opposite side of the "haul-over," and deposited them near the boat to be in readiness when we next launched her. Here we remained some days, detained as usual by stress of weather and violent winds which prevented our crossing the bay; but as soon as the wind abated and the atmosphere became more settled and favourable we dismantled our hut, launched the boat, and putting some additional spars found upon the shore into it, in conjunction with those we formerly had, we pulled across the bay and landed on the opposite side, between Captain Matley's Island and the Bluffs, which were more to the eastward. Here we again hauled our boat up, and built her into a hut as usual, intending to use this as our night-station for a time until we had removed our building materials to Long Point, where we had determined upon erecting our house.

After a day or two of rest we proceeded with our work, which now consisted in carrying the spars, &c., to their destination, and in doing this we had to travel along the series of stony beaches to Long Point, which was about nine miles distant. This task we found rather tedious and difficult, for our shoes were worn up, and the moccasins which we made of elephants skin did not effectually protect our feet from the sharp rocks and stones over which we were obliged to pass.

We proceeded upon each journey all laden with as much as we could fairly carry. Onward we trudged with our hearts as light as they well could be upon this dreary island, of which we might, if we pleased, consider ourselves lords and masters. As we advanced the thoughts of having the materials for, and design of, a more commodious dwelling, cheered us on our way. We looked, I have no doubt, a peculiar group; but however this might be, there were none to admire or

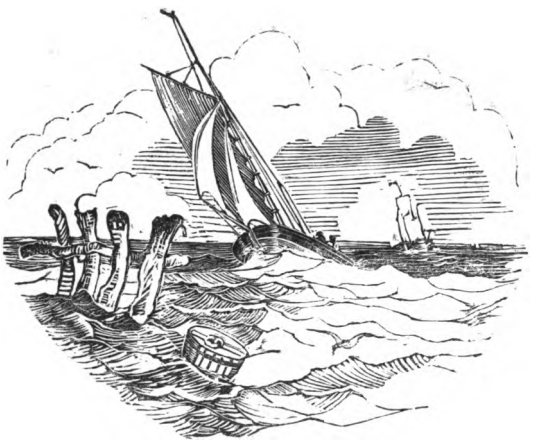
ridicule—none to look on—save the inhabitants of the deep that occasionally resorted to the shores, and the wild sea birds which passed in rapid flight around us. We and they were influenced by the great and all-pervading principle—self-preservation; and this it was that reduced our occupation to a level with their own; but in our actions there was the result of forethought and reason, with which man has been so admirably endowed by the great and wise Author of all, and which raises him to the most important position in the great chain of animal existence of which he is the first and highest link; whilst their actions no less display the immediate hand of the Creator in that admirable principle which we term *instinct*, which leads the lower tribes of animals to the performance of those duties to which they are devoted. When we reflected that our course through life had been chequered by paths a little more rough than those of many of our fellow-creatures; still we felt convinced it was ordained for some wise intention: and the knowledge that the eye of Providence was directed towards us reconciled us to our situation and gave us energy to proceed.

After we had carried our stores to Long Point, we put our eighteen-gallon cask and the grindstone on board our boat and then pulled along the coast, and when we arrived at our destination hauled her on shore and built her up into a hut, intending to live beneath it at night until our projected residence was completed.

Notwithstanding our forlorn situation, we felt peculiarly happy at this termination of our passage; here was a wide field of action, and we believed upon these extensive beaches we should have comparatively little difficulty in obtaining provision. Our circumstances were much improved, and we all thought when the house was finished we should not only consider ourselves at home

again, but find resources far more considerable than when at Saddle Island. Our sea view from the beach was here more extensive; and although we looked along an inhospitable shore, or over an extensive swampy country without a tree to vary the landscape, it was preferable to the circumscribed view on the weather-side of the island, which was bounded on all sides by rugged and precipitous rocks.

Upon arriving at Long Point we were too late to avail ourselves of the birds' eggs during this season as they had all done laying, and the last of them were sitting on their eggs: they were, therefore, not in a proper state for eating, but we obtained a supply from the young birds as soon as they were ready.



COSTUME OF THE PARTY.—*Vide* p. 127.

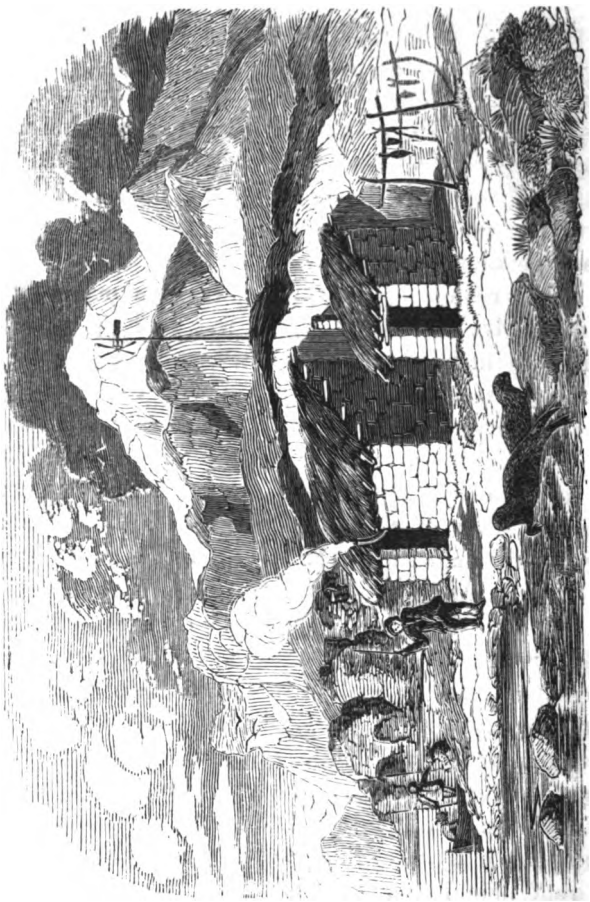
CHAPTER VII.

HOPE COTTAGE—LAMP—FIRE—FURNITURE—SEAL-SKIN DRESSES—CULINARY OPERATIONS.—OCCUPATION OF PARTY.—FISH.—TOBACCO PIPE.—BIRDS.—CATCHING AND PREPARING DUCKS.—A SNOW STORM.—PETRELS.—A JOURNEY.—CAPTAIN MATLEY'S GRAVE.

CHAPTER VII.

THE day after our arrival was fine and extremely propitious: we rose early, and with comparatively light hearts commenced our operations. After fixing upon a convenient site at the edge of a cliff or bank, that it might offer some protection to our dwelling, we cut down the face of it in a perpendicular direction: we then marked out a space twelve feet square, which was to be the size of the hut we intended to build. Our next work was to cut a channel, external to and parallel with the sides and back, to carry off any rain-water which might fall outside our dwelling. Stilliman, Manning, and I then proceeded to cut the turf of which we intended to construct the walls of our hut, dividing it into blocks as large as we could fairly lift and carried it to the spot. Mr. Lawrence then arranged these pieces side by side and over each other in such a manner as to make the walls three feet in thickness, raising them to the height of five feet in front and nine at the back, leaving a space for a door towards one end of the front wall. Upon the upper surface of these walls we placed the spars, riven in two, by way of rafters: above these we put pieces of turf cut three feet square and three inches in thickness, placing three layers of them one above another, making the roof nine inches in thickness. From the upper corner of the door, on the right hand side, we led the funnel of the chimney of our stove, which stood near this part of the hut. By the side of our residence we built a smaller hut, constructed like the above, which we

used as a cooking-house, the situation of which is shown in the accompanying wood-cut.



HOPE COTTAGE.

With the view of producing a little interest in the neighbourhood of our cottage and showing us the direction of the wind, we constructed a little mill to act as a weathercock, placed it upon a staff and fixed it upon the

little hill behind our dwelling, which we named "Hope Cottage," in anticipation of a more comfortable residence than we had at Saddle Island.

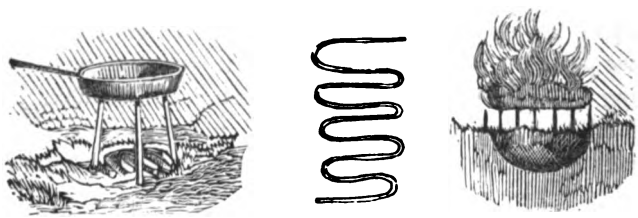
As no wood could be procured here we made use of pieces of blubber, which burned well and produced good light and heat, serving us both for lamps and firing. Our method of preparing the blubber for a lamp was to cut a piece of the requisite depth and size, placing it in a frying-pan, then passing a knife near the centre of the piece beneath, and including a small portion of the skin and bringing the point out again upon the surface, thus forming a loop, beneath which we passed a little piece of oakum, leaving an end hanging or projecting from each aperture made with the knife. By lighting the two ends the oil becomes absorbed and continues to burn till the whole is consumed —(*vide*, accompanying sketch).

LIGHTED BLUBBER IN A FRYING-PAN.

This arrangement was used instead of a lamp, and the adjacent wood-cut will show the nature of it.

The method of preparing our fire for cooking differed from this, and was as follows: we dug a circular hole in the earth somewhat of a basin shape, within which we securely and firmly drove three iron bolts down into the earth, leaving them to project about six or eight inches, and placing them at equal distances in a triangular form. In conjunction with these we had a piece of iron hoop bent in a zigzag manner, and of such a

size, length, and width as to cover the hole above described. In making a fire with this apparatus we took a piece of blubber of proper form and size and a piece of rope-yarn: the latter we rubbed upon the blubber until it was saturated or covered with oil; then, after lighting it, we placed it in a blazing state at the bottom of the hole, covered the latter with the zigzag piece of hoop and placed the piece of blubber on the top of it: the fire beneath soon melted the blubber and caused the oil to drop and take fire: at length it ignited the piece



A B C

of blubber above and the whole was soon in a blaze, over which we placed our kettle, boiler, or frying-pan, resting it upon the upper ends of the bolts. Diagram A, shows the frying-pan upon the bolts; B, zigzag piece of iron; C, is a section of the basin-shaped excavation with the blazing blubber upon it.

We endeavoured to have a fire or lamp such as we have described constantly burning, in order that we might avoid as much as possible using our tinder-boxes and matches. We had a great dread of consuming these, for should they be all used and our light extinguished, we knew not in what way we should be enabled to procure a fire, which was not only useful in enabling us to cook our food, but its heat and light cheered us at night when the sun was down and we retired to our dwelling to follow those occupations which our situation afforded.

At such times the mate resorted to his log or memorandum-book, in which he wrote the occurrences of the day in the gall of the albatros as we had no ink. Our mate also devoted his time to the preparation of a board which one of us intended to take to Shallop Harbour after it was finished. Upon this board large and conspicuous letters were carved relating the circumstance of our being cast away upon the island, and describing the situation in which we were living.

The whales which we called "black fish" were found stranded in considerable numbers upon the shores of Desolation, and frequently we supposed they had been chased on shore by some marine enemy, but could never learn by what. The skeletons of these we often found upon the beach, the flesh having been removed by the birds, and near the fin and tail the long tendinous fibres generally remained after the muscular parts had been stripped away from them: these we used to cut off and preserve, in order that we might use them as thread in making our clothes of the sea-leopard's skin after our former dresses were worn out. We prepared this material by stripping the tendons into fine thread-like fibres, which we dried and kept for use.

We were all much gratified at the finishing of our cottage, and were pleased in lighting the first fire and lamp within it. We had now much more room for moving about and following our several occupations: uniting our efforts, we soon constructed a table of pieces of spars, nailing them together into a strong frame supported by legs, and upon the top of this we fixed some boards, and the whole when finished answered our purpose well. Each of us constructed a three-legged stool upon which we sat at our newly-formed table, and we appeared to forget all our cares and troubles on the evening we sat round it for the first time! The fire was

blazing in the stove and our lamp burning upon the table, each shedding its light about our apartment, which produced a feeling of comfort not enjoyed by us since we had unfortunately been left to our resources.

Finding our house was not sufficient proof against the violent showers, we were obliged to spread a tar-pawling inside and beneath its roof to receive and conduct the water from us whilst we sat within; and, as it frequently fell from various parts of the roof, we dug a trench across the floor leading out of the entrance and down to the pond in front, slightly inclining the floor towards it to facilitate the passage of the water.

About six feet from the front of our dwelling was the above-mentioned pond, or fresh water lake, which was nearly a quarter of a mile in circumference: to this, sea-elephants, seals, and ducks, frequently resorted and were a source of amusement to us in observing their habits; and from these we were able to ascertain where individuals of the same species were to be obtained on other parts of these shores, thus directing us in a great measure to our supplies.

We began now to be much inconvenienced from our dresses wearing out: they were getting so ragged and worn as scarcely to defend us from the inclemencies of the weather. We, therefore, resolved to collect some seal skins and to prepare them for this purpose; and, as the sea-leopards were larger animals than the fur-seals, we resolved to collect and use their skins. We accordingly made some expeditions along the coast and secured a few, and returned with them to our dwelling and commenced their preparation.

The way in which we prepared the seal skins for our dresses was by stretching them with the hair or fur-side downwards upon the tussock banks near our dwelling. We then cut small loop holes at certain distances along

the margin of the skin, through each of which we passed a wooden peg to enable us to keep the skin firmly stretched upon the ground; after which we carefully scraped away all the fat and oil by the aid of our knives. This process being over, we rubbed the skin with fine sand, using a large stone somewhat of a square form, which we met with upon the beach, to enable us to apply the sand to the skin without injury to our hands. This latter part of the process we repeated at short intervals until the skin became dry and supple, and at the same time free from oil. From the skins prepared in this manner we used to make our dresses after the former ones were worn up. We attached or sewed the parts neatly together, after cutting them to the proper form, by the aid of thread made from the sinews or tendons of the black fish by splitting or dividing them into thread-like fibres.

In this manner we provided ourselves with very serviceable clothing, which defended us well from the inclemencies of the weather. Arrayed in this garb, I have no doubt we should have presented a grotesque appearance to any stranger had he been upon the island to see us.

In briefly describing our dress, I may mention that we had not found it necessary to renew our hats: they were the same we used to wear on board ship and whilst engaged in the seal fishery in conjunction with the remainder of the crew of the *Royal Sovereign*. They were what are usually known by the term "sou'-westers," having the rim extended behind into a broad flap, so as to defend the back part of our heads and shoulders from wind, snow, or rain. The crowns of the hats were hemispherical, fitting close to the head, and were made of canvass prepared with drying oil to render them water-proof. Our jackets, made of the

sea-leopard-seal skin, were furnished with sleeves and standing collars, and extended nearly as low as our knees: there were no pockets to them, but we attached a little flap on each side so as to present the appearance of a pocket—they were, in fact, an imitation of a pilot's jacket. We ornamented them with buttons cut out of whale-bone, a quantity of which we found one day upon the beach at Shallop Harbour. In making these buttons we used to heat the whale-bone by the fire, divide it in pieces, and afterwards cut each of these round and into the form of a button with our knives, after which we pierced them by the aid of an awl: each of our jackets had a row of buttons of this character sewn in front to correspond with button-holes in the opposite side. Our trowsers were made of the same kind of skin as that just described; and, as the fur of these dresses presented itself on the outside, the whole had a neat and uniform appearance. We frequently went without when our former shoes and stockings were worn up; but sometimes prepared a kind of moccassin of sea-elephant's skin so formed that the hair was left withinside to give warmth and comfort to our feet, which were fre-

1

2

quently required in this cold and moist clime. No 1, in the woodcut, shows the form of the piece of skin used in making this shoe or moccassin. No. 2, shows its form when laced by a piece of yarn upon the foot. I have now pretty well described the dress we used to wear after our others were worn up; but there was

another part of our usual attire which I must not omit: this consisted of the case for our steel and knives which we were never without. It was formed of two pieces of wood hollowed into three chambers, so as to contain the steel, flencing-knife, and ripping-knife, and the two sides pegged together: this case was attached to our left side by a strap round the waist.*

When we first put these dresses on we could not avoid amusing ourselves with the comparison of our own appearance and that of the figure, well-remembered, of Robinson Crusoe as he is described marching over his desolate island. To defend us from the sun, we did not stand in need of an umbrella; but, during many of our storms of snow and rain, we should have found such a protection of much use. We did not require, as he did, during the latter part of his sojourn upon the island, the swords and muskets with which his portraits are furnished; but, perhaps, we appeared scarcely less formidable as we used to march forth with the seal-clubs in our hands, long elephant-lances over our shoulders, and the cases of steel and knives at our sides. We, perhaps, looked a little less fierce than Robinson Crusoe about the head and face; for our beards and mustaches were unshorn and hung some way below our chins; and, as we marched along the shores of our island thus arrayed, in search of the various animals upon which we subsisted, we must have presented an unusually wild and ferocious aspect to any one intending to dispute our progress.

At certain seasons of the year we were well supplied with food, consisting of several kinds of birds which abounded in various parts of the island. These we used to knock down with our seal-clubs; and, so expert

* *Vide* page 119, head of the chapter, and vignette, p. 145.

were we from use in the management of these instruments that, if a bird flew over us within a certain distance, we seldom failed to bring it down by throwing a club at it: in this way we succeeded in obtaining a great portion of our sustenance.

When we were in want of provisions we generally availed ourselves of any opportunity of securing a sea-elephant upon the beach, for each of these would yield us a supply sufficient for seven or eight days. Upon killing it we removed the tongue, heart, skirt, and kidneys, which we cooked in various ways. We also removed the nose and flippers (feet): of these we prepared a very palatable and excellent kind of soup, which we named "flipper-soup." In the preparation of this we used first to scald the parts well, that we might clean them and remove the hair; after which we introduced them into fresh water and boiled them for some hours, occasionally adding slices of the leaves of the large cabbage-like plant which various parts of this island afford. By the addition of a little salt to our taste, we obtained not only a very nourishing kind of food, but truly a very palatable and agreeable dish, which we relished much. Not only were the elephants useful in supplying us with provision, but in furnishing fuel to keep us warm, to enable us to cook our provision; and to supply our party with means of obtaining a light, to cheer us when the sun had sunk beneath the horizon, and we had retired to our hut to follow those occupations to which we devoted our evening hours.

At times we amused ourselves by preparing the feet of seals and converting them into purses: we also prepared the feet of the albatross in a similar way: the necks of the king penguins were likewise cured, that they might be made into tobacco pouches. All this produced agreeable employment; and we thought, if we

were fortunate enough to be removed from the island, some of our friends would value these; and we also conceived it possible we might be able to make a little money of them upon arriving in England or elsewhere.

We used occasionally to find skate or rays thrown upon the shore which had apparently been involved in the kelp, and were perfectly fresh and in good condition for cooking, having been dead but a few hours: these we availed ourselves of, and found them extremely good, as they offered a pleasant change of diet. After each storm, especially with an on-shore wind, some of our party strolled along the beach, and his search was frequently rewarded by a fish of this description.

We had a musket, about three pounds of powder, and some shot by us; but we did not like to use these in procuring birds, as we thought the report of the gun would so frighten them that it would be difficult afterwards to approach: we depended upon our skill with the seal-clubs, leaving the musket in reserve in case of necessity.

We had amongst our stores a small quantity of tobacco; but, having lost our pipes, we were at a loss to know what device to have recourse to for the purpose of forming a substitute. We were not long in removing the difficulty; for, by a little application of our inventive and mechanical powers, we constructed some of the canine teeth of an immature elephant seal, into the side of which we fixed the shaft of the wing-bone of an albatross! Thus we formed a pipe which answered the purpose well, and scarcely did we ever enjoy a whiff so thoroughly as that obtained through these newly constructed articles. We smoked away and felt peculiarly happy at our device, and could not avoid occasionally removing the pipes from our mouths to look at and

admire our handy-works! We resolved to treasure them, and also our stock of tobacco which was extremely scanty, and would, therefore, otherwise soon resolve itself into smoke.

One day we killed a large sea-elephant upon the shore, and flenced it with the view of preserving the blubber for fuel: after removing it from the body of the animal, we dug a large hole in the sand near to the tussock bank, threw the blubber into it, and covered it over with kelp—to all appearance securely—reserving a small quantity to take home with us for present use. As soon as we left the spot where the elephant's body lay, the birds, which had been sailing to and fro above our heads during the act of flencing, and whilst we were busily engaged on the beach, were down upon the body.

The nelleys, as usual, were doing credit to their share of the operation, accompanied by various other birds which took part in the general consumption. As we walked towards Hope Cottage we occasionally turned to watch the assemblage of the feathered tribes which was highly amusing at these times: every minute brought fresh accessories to unite in the work of demolition, and we observed birds passing on from various points to join the feast. Before we were out of sight the body of the elephant was covered, numbers were upon the shore around it, and hundreds were in the air directing their course to the same quarter. The sooty albatross appears lord and master upon these occasions from his superior size and strength; yet the Antarctic or Pacific gull and others join in the feast, whilst the little sheath-bills, in flocks, assemble in the neighbourhood, and, when opportunity offers, run in and quickly secure their share of the plunder, which consists of the smaller pieces that drop from the beaks of the larger

and more completely wholesale scavengers, and their intrusion is not unfrequently noticed by a sudden *pluck* at their feathers when they are observed by some neighbouring gigantic gormandizer!

The Antarctic Skua hovers and wheels around, and, as the smaller gulls rise from the feast, chases and buffets them about, driving them upwards or downwards, this way and that, until he obliges them to disgorge a part of their meal, which he frequently secures before it reaches the water over which he has been chasing his victim: if not, he skims over the surface, and secures it as he passes. We doubted not when we visited this shore to find nothing but the bones of the elephant remaining. We carried home our few pieces of blubber which was valuable as fuel, and felt anxious about *that* we had buried in the shore, and resolved on the following day to go to the spot and more effectually secure it, as we always dreaded the nelleys getting to it. On the following day, therefore, we revisited the shore; and, as we supposed, found the elephant picked clean to the bone: but, what was of greater consequence to us, the nelleys had discovered our depôt of blubber and had eaten a portion of it; but had probably recently discovered it as they had removed only parts of a piece or two on the outside, which had been left visible beneath the sea-weed. Finding they had not done much damage, we left all as we found it and retired to watch the habits of the creatures.

These birds lit upon the shore as soon as, or even before, we were out of sight; and with a most enquiring gaze, turning their heads right and left so as to direct the side of the head and only one eye at once to the object under examination—stretching out their necks that they may have a commanding view of it—in this way they gradually advance with a stealthy pace, exa-

mining everything around as if to ascertain that all was safe. As they approached they acquired more confidence, went boldly on, and commenced their meal: another and another followed, until several were at the work at once: thus they continued their repast until they completely buried their heads and necks in the hidden treasure. We let them go on, as not more than four or five were engaged at this time, and the sacrifice of blubber would not be very great. We were anxious to ascertain how long they would be at their repast, and what quantity they would consume. About half an hour elapsed before they had finished their meal, and they appeared to be busily engaged during the whole time. Some of them left before this and appeared to fly with difficulty out to sea: we watched them a little and observed them to throw the contents of their stomachs into the sea and immediately rise, as if much relieved: they wheeled round and round gradually approaching the shore, their flight eventually less laboured than before they wheeled and glided over the spot where they had regaled themselves, and at last lit upon the shore; and, what most astonished us, made a second attack upon the treasure which had so much engrossed their attention, but which we considered it our duty *now* to protect. We, therefore, rose from our place of concealment, and proceeded to the store of blubber. Upon examination we found that each bird must have devoured several pounds, and, in conjunction with voracity, after eating to repletion, if each possessed such an accommodating stomach as to be enabled to throw off its contents at pleasure, we might easily account for the immense consumption produced by these birds when some hundreds of them are in operation at the same time, which is often the case upon the shores of these islands!

That these aquatic tribes possess this power of eject-

ing food from their stomach at pleasure is well known: it may be frequently seen as the skua is chasing the gulls that have regaled themselves upon a savoury morsel; or may be observed by the sportsmen when in pursuit of these tribes; for a bird when struck by shot, from sudden surprise or fright, will often throw up the contents of its stomach: under similar circumstances, the petrels will eject an oily substance from their stomachs as if in defence.

We endeavoured before the ensuing winter to lay in a stock of provisions, for we had discovered a spot at some distance on each side of our dwelling N.E. and S.W., in which we could obtain a large supply of ducks; and it occurred to us that, if we could salt some of these, we should find them extremely useful when our other kinds of provision became scarce. We had left a ton butt of salt at Shoalwater Bay, and we resolved to take a few walks to that place and each time bring away as much as we could conveniently carry, until we had brought sufficient for our purpose. Mr. Lawrence, the mate, prepared four bags, one for each of us, holding about a peck: with these we started upon our first expedition. We strolled onward along the beach S.W. of our dwelling. Along this shore was the pond in which we had discovered immense numbers of ducks, and which, from this circumstance, we called the "Decoy;" and it was to this place that we intended to come for a supply as soon as we had furnished ourselves with a sufficient quantity of salt. As we passed this pond we found a great number of ducks had resorted to the spot: we did not molest them, but proceeded on our journey to Shoalwater Bay, conversing over the best method of preparing these birds for salting: we anticipated a good supply during the ensuing season, and believed we should

have an ample store for winter use. Upon reaching our destination we unheaded the ton butt of salt, and took from it for each of us as much as we could conveniently carry, closed the head of the cask, and started for our homeward journey. We reached Hope Cottage at Long Point in the dusk of the evening. Leaving our salt in the bags, we prepared the eighteen-gallon cask, brought from Shoalwater Bay, to be in readiness for the following day, intending to walk as far as the Decoy Pond to procure some ducks. On the following morning we all set off for the pond, taking with us some seal-clubs and a cord or small rope with which we intended to sweep the surface of the water.

Upon reaching our destination we found the birds were abundant: we therefore uncoiled our cord, and two of us carefully approached the pond, one on each side, holding an end of the cord, and so managing it as to cause it to sweep over the water as we walked along. By thus manœuvering the birds were gradually driven forward towards one side of the pond where the other two of our party had stationed themselves, and as the ducks came out of the water they knocked them down with their seal-clubs. In this way we could have secured any number, as they appeared completely to disregard our presence, being insensible to the danger to which they were exposed. At this season the ducks were moulting, and had lost their long-winged feathers and could not rise into the air: notwithstanding which we conducted all these attacks as carefully as possible, that we might not terrify them by our presence. No noise was made; but, as the birds came within our reach, we dispatched them by a single blow of our clubs, securing as many as we wanted for our present operation of salting.

We succeeded in taking about fifty birds each: they were small grey teal: these we collected together as most convenient for carrying upon our seal-clubs, and then left the pond without further molestation and walked home. We plucked our ducks, removed their insides, with the exception of the hearts and livers, which we preserved: we then cut each down the breast and opened the body, so as to make it as flat as possible, and salted it by rubbing a quantity of salt over and amongst the different parts: then introduced each prepared in this manner into the barrel. After putting in a layer of them we covered them with a layer of salt, and upon this another layer of ducks; and thus we intended to proceed until we had finished our undertaking.

Whenever we prepared birds for frying, we opened them in the manner described above, and then used to cook them in boiling oil in a frying-pan. This we prepared from young elephants, as their oil was more delicate and free from all strong and disagreeable flavour. Whilst our process of salting was going on, we made expeditions alternately to the S.W. and N.E. of us, until we had obtained a sufficient supply; and as we required more salt, we continued our walks to Shoalwater Bay, bringing home as much as we could carry conveniently each time.

In one of our expeditions for salt, just as we arrived at Shoalwater Bay, a violent storm of wind accompanied by a heavy fall of snow occurred, and continued with the greatest violence—the snow striking against our faces and producing such intense pain that we could not endure it: we looked round for some place in which we could find a shelter until the storm was over. As there were some pieces of old ship-wood lying about the

shore we collected a few of them, and endeavoured to build up a barricade of some, which we shored up with others, covering the whole with the roots and leaves (fronds) of the kelp; some of which were extremely large—three or four feet over: under this we crept, and it served to defend us for a little time; but a sudden and violent gust of wind occurred and blew it down upon us and buried us all beneath its ruins. But, nothing daunted, "up we scrambled" from beneath in the best manner we could, and the thought appeared to strike one and all of us at the same time that a couple of large casks or ton-butts, which lay upon the shore, might be made available. We accordingly ran and rolled them together, and then knocked the heads out and placed the open ends to leeward, and the two casks side by side upon the shore, keeping them steady by the application of large stones so as to prevent their rolling. Two of our party then crept into each, and drew the detached heads close to the openings to keep out the snow, and thus secured ourselves effectually from the storm. In the course of a very short time they were covered by the snow and we remained prisoners: not only so, but were kept within during two days and nights, without being able to obtain any food. Fortunately we had with us a few egg-cakes prepared as I have related in a former part of my narrative. The storm continued all this time without intermission. Upon its abatement on the morning of the third day we crept from our concealment, and again furnishing ourselves with the usual supply of salt walked home to Long Point, which journey most thoroughly tired us, after being almost exhausted from want of a proper supply of food during our imprisonment in the casks.

We continued our operations of salting and putting

down the ducks until we had sufficiently supplied ourselves, and cured as many as we thought might suffice for winter store. As we calculated upon obtaining some other supplies from elephants occasionally taken upon the shore, as well as from birds of various kinds, we intended to leave our stock of salted provision untouched until obliged to have recourse to it; and the idea of possessing this quantity in reserve had the effect of stimulating us to obtain fresh provisions in order that we might keep the former untouched until the winter season. Our feet were at this time becoming so tender that we felt anxious to adopt any plan which would prevent too much walking in search of provision.

We frequently obtained a supply of birds at this time by waiting amongst the cliffs early of a morning with a seal-club in hand, and, when a bird flew within convenient distance, we threw the club and knocked it down.

We used to dig the several kinds of petrel from their burrows in the tussock banks, and in this manner obtained their eggs also; but frequently we took the old birds at night by presenting a piece of lighted blubber at the entrance of the hole at which they would come from their recesses and give us an opportunity of securing them, which was done without difficulty.

The day was fine although the previous one had been stormy, with much surf upon the shore: we all walked from Hope Cottage along the beach to the southward, intending to visit Shoalwater Bay for another supply of salt, as we had consumed our stock. We strolled on whilst the gulls wheeled over our heads and around us, earnestly examining the shore which was strewed with seaweed and other marine objects left by the previous storm: some distance before us they appeared in little flocks upon the beach; and as we advanced they rose

upon their light and airy pinions to let us pass, skimming through the air either to seaward or over the land, uttering their various cries and chattering notes. We glanced at them admiring their easy flight, and proceeded, leaving the shore to them uninterrupted. As we strolled on, they again alighted and recommenced their search of provender. The terns were as busily occupied at a little distance from the shore, near where the water broke in crests of foam upon the beach, poising themselves in air to take a scrutinizing glance at an object below: then darting, quick as thought, upon their devoted victim, a small fish or crustacian, unfortunately for itself too near the surface: then on joyous pinions rose again and winged their course above the waves. The petrels skimmed over the waters, dipping their hooked beaks in the briny ocean, and as quickly flitting off with the object they had secured. Here and there an elephant was seen reposing on the beach, his head reclining on the sand, greeting us with his cunning glance as we passed by: we did not molest him; but, avoiding his well known and unwieldy form, left him to bask upon the shore. At intervals a penguin was seen, and in perfect indifference whether we passed on or not would stand and gaze awhile at us, or dart its sharp beak at some devoted object on the shore: another would examine our party with eye askance and neck outstretched, its head turned to the right or left alternately as one eye or the other could bear upon us: then with measured step gently move to the waters, and, inclining its silvery breast, with head erect above the coming wave, launch itself along the surface and ride triumphantly afloat: in the next instant it had dived beneath the waters: our eyes followed its supposed course, and, at a spot near which we gazed it emerged, buoyant as a cork: a rapid shake of its sleek and pretty head threw the moisture

from its glossy plumage, and it ploughed on by rapid impulses of its broad and powerful feet.

Here again the beach was varied by the pretty and active little sheath-bills, whose snowy plumage gave them the appearance of so many pigeons busily engaged in search of food, running and darting this way and that to secure some lively shrimplike creature that skipped over the beach. We passed some miles along when the sky became overcast, the breeze increasing to a violent gale: we leant to it with our hands upon the crowns of our sou'westers to prevent their being blown into the sea. Some way over the ocean were seen the extensive pinions of the wandering albatross outstretched to the gale as he was beating to windward like a vessel under press of sail: each successive "board" bringing him nearer and more near to the shore, something appeared to attract his attention although unseen by us: we watched him in his bold and powerful flight as he came up against the breeze: we went on, and soon another and another were seen beating the air with their mighty pinions and playing in the blast.

The flock of sheath-bills rose as we passed, and being borne upon the gale were carried to sea at a rapid pace; but, soon recovering, they swept onward, skimming the tops of the waves or sheltering themselves beneath their surf-crested ridges, and stole onward to the shore again.

As we came in sight of the black rocks the cormorants sat there like evil genii or spirits of darkness foreboding some dire event, or as monuments of woe in lamentation of the crew who met their death in the storm. The vessel was cast upon these rocks, where she soon went to pieces amongst the breakers: the graves mark the spot where lay these sons of the ocean, the storms re-echo their sadness, and cold night spreads

its dark pall above them. Upon approaching the bluffs we observed them covered by hundreds of sea-birds, which settled upon the prominent parts at times, only to be blown off by the gale and obliged to find a more sheltered retreat upon the lee ridges. As we proceeded to the point of the shore, so as to look round the headland into Shoalwater Bay, a sight presented itself of considerable interest, though to sealers in these regions not, perhaps, very unusual: there lay a monstrous whale at the water's edge dead and stranded, the surf breaking in white foam over its dark body: above and in all directions were thousands of birds, some upon the beach, some upon the waters, others in hundreds perched upon its back. This had evidently been the attraction to the albatrosses we had seen, and who were directing their flight to this point; for here they had assembled in numbers, scouring around and eagerly engaged in devouring parts of the body. The nelleys as usual were foremost in the feast, rising at one time as if to take a survey of the whale's dimensions, accompanied by clouds of the Pacific gulls and others of smaller size! The various petrels were all busy vieing with each other in the work of destruction. At times a wave rather mightier than its predecessors rolled along the shore and scattered its white foam over the dark body of the whale, a warning to the birds that they must quit their position for a time, and they rose in alarm like a snowy cloud and filled the air for a minute, but were down again the next and the work of destruction proceeded. This whale had probably died a natural death, or from a harpoon, which might still be found within it: on passing we examined its body to ascertain, but no harpoon was to be seen. Collected on the shore of this bay were some straggling elephants: we did not disturb them, but passed on to the spot where we had left our

cask of salt: we unheaded it and filled our bags, and sat down for a few minutes to rest. As the day had become calm again we left our salt here for a time, and walked round the first division of the bay to Matley's Island with the view of examining Shoalwater Bay to ascertain if any vessel were lying there. It occured to us upon seeing the whale, although we could not discover any wound from a harpoon about it, that some vessel might be in the neighbourhood of this island; and, as the present bay was the only one within reach, we felt anxious to look across it to satisfy ourselves that no vessel was lying there. Perhaps the thought would scarcely have occurred had we been in any other position than the present; but we felt unwilling that any chance of communicating with our fellow-creatures should be overlooked. Upon reaching this little promontory we obtained a commanding view of the adjacent bay, but no vessel was there: all was still and silent as the grave which marks the spot where poor Matley was buried, and which has given name to the island upon which he rests. Capt. Matley commanded the ship *Duke of Portland* of London, belonging to Messrs. Bennet of Rotherhithe, in 1810. Whilst at this island he died a natural death and was buried by his crew. His grave is a common mound, with a head-stone, which was sent out by his wife on the next voyage in the ship in which he died, commanded by Captain John Spence, who was chief officer on board at the time of the captain's death, and under his superintendence it was placed at the head of the grave.

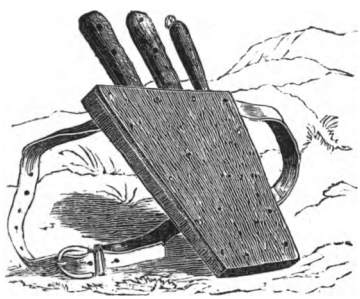
Upon this tomb is the following inscription: the six lines are simple in their construction, but have a good moral, and are in character with such as may be found on tombs in a country churchyard, in England, which many take an interest in perusing:—

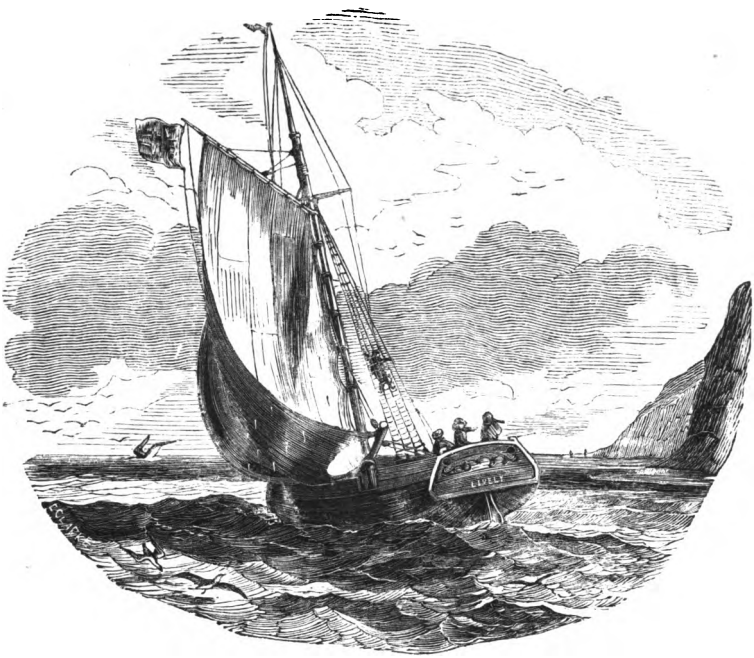
"In Memory of
Captain John Matley,
Who departed this life Dec. 12, 1810,
When upon these shores in command of the ship
Duke of Portland of London.
Farewell, vain world, I've seen enough of thee,
And now I'm careless what thou say'st of me:
Thy smiles I court not, nor thy frowns I fear,
Since my head's at rest and I'm quiet here:
What faults you've seen in me, take care to shun;
Look thou at home—enough there's to be done."

No village church was here to add a charm to this solitary spot—no willow wept in sadness o'er the scene; but at times the stormy blast swept across the bay and howled a requiem o'er the sailor's grave, and the wild sea-bird screamed aloud as it swept past the tomb. Here he lay far from his native home, and not a relative could drop a tributary tear. We thought of our situation in this barren spot, should no vessel bear us to our native land. Distressing was the thought that our party should remain here until age had impaired our strength, through which alone we were enabled to obtain subsistence; and what would be the condition of the wretched and forlorn survivor, with no one present to alleviate his woe, or utter a word of consolation in his dying hour. With thoughts like these, silent and sad, we left the spot and returned along the shore. We gazed once more over the bay: Mount Blair was seen to the westward, with its grey cone towering on high; and to the southward the dark and lofty rocks forming the head-land of Cape George there bounded the expanse of the deep blue horizon: westward of these the "snowy peak," towering in the sky, rose in all its grandeur zoned with clouds, above which the summit, capped with eternal snows, appeared as a white cloud in the clear blue sky.

The sun had passed the meridian when we retraced our steps, and, reaching the place where our salt was deposited, each took his share and walked homeward. As we approached, the birds were at their feast, but greater numbers had collected; and the whale's body, as it lay stretched upon the shore, appeared covered: in a few days it would probably be picked to the bone by the co-operative influence of myriads of birds that would assemble. The probabilities of a vessel being near the island, from whose crew this whale might have escaped, furnished a subject of interesting conversation as we returned to Long Point.

The vignette below represents the case of knives and steel worn by the sealers of Desolation.



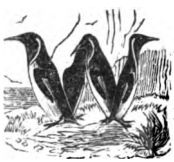


CREW OF THE "LIVELY" DICSOVERING NUNN AND HIS COMPANION.—*Vide* page 172.

CHAPTER VIII.

A JOURNEY—ROYAL BAY CAVE—DIRECTION BOARD—SEA-ELEPHANT—MOCCASSINS—RETURN TO THE CAVE—PAPUAN PENGUINS—BIRDS'-EGGS—PENGUINS—THE EGG-CART—TRANSPORTING EGGS—ALBATROSS AND KING PENGUIN'S EGGS—A PROJECT—PARTY GO TO SHALLOP HARBOUR—NUNN AND STILLIMAN'S SEALING EXPEDITION—STILLIMAN AND THE NELLIES—STILLIMAN'S ACCIDENT—THE PARTY DISCOVERED—THE "LIVELY" CUTTER AND "SPRIGHTLY" SCHOONER—REPULSE BAY.

CHAPTER VIII.



We continued to salt our ducks and put them down in casks, as we had three or four of these by us, which constituted our principal employment until we contemplated taking to Shallop Harbour the board cut out by Mr. Lawrence. This was finished on the 8th of August, 1827, and on the 9th, Stilliman and I proceeded with it on our journey. Shallop Harbour is the first harbour likely to be resorted to by shallops from the lee beaches to the north-east of us, and we thought vessels might arrive in the country, visit that harbour, observe the notice, and search for our dwelling at Long Point. On this board large letters were cut or carved giving a description of the number of our crew and the position of our residence.

This journey was performed during intensely cold weather, although the spring of this climate was approaching, and from our residence at Long Point to the destination of the board was a distance of near forty-eight miles. This distance was very great during such intensely cold weather, for we were not provided with clothes sufficiently warm to keep us from its severity or that would enable us to take rest: we were therefore obliged to keep ourselves in motion to maintain the necessary circulation to support life. We were four days

and nights on our journey. As we proceeded along the coast we went into Royal Bay Cave, which has been called the "Hole in the Wall." It was made by two Irishmen belonging to a boat's crew from a sealing ship called the *Monmouth*, which crew were afterwards lost in attempting to land near the black rocks lying off the shore ten or fifteen miles to the southward. In this cave we rested and slept for the last time upon our journey until we returned to it again, and three days and nights elapsed before this took place, as we dared not attempt to rest, lest life should become extinguished by the intensity of the cold. The efforts made to keep ourselves awake during the latter part of the journey were of the most painful and distressing character, the cold producing so strong a disposition to sleep and causing the feet and limbs to swell to an alarming and painful degree; and, in conjunction with this, the breath, as it proceeded from our mouths, froze into a mass of ice upon our faces.

After leaving Royal Bay Cave we proceeded towards Shallop Harbour, past Cape Digby and the celebrated Kelp Cliff, which consists of an accumulation of kelp or sea-weeds of various kinds that have been depositing probably for ages; these cliffs in places are twenty feet in height. We then proceeded to Blackfish Bight and Mount Campbell shore. Although the weather was intensely cold we had the advantage of moonlight nights, which much assisted us on our way. We passed Accessible Bay, and at length reached Shallop Harbour. Upon our arrival there we fastened the board upon two stancheons of wood by the water-run on the left hand side of the beach, after doing which we left the harbour and returned, retracing our steps to Long Point. On the second morning after leaving Shallop Harbour the weather was still and fine, yet intensely cold. We

observed a sea-elephant upon Cape Digby shore in one of the kelpy bights a little south-east of the kelp cliff. Upon our coming up with the animal it proved to be a very large elephant, and we were induced to attack it in order that I might cut from its skin a pair of moccassins for James Stilliman, who was complaining most dreadfully of the intensity of the cold to his feet and legs. Although we had only our knives about us we resolved to kill it, if possible, by repeated thrusts; and we found that the excitement and exercise of the sudden attack, the advance and retreat which we found it necessary to have recourse to, had a beneficial effect upon us at the present juncture, as we were previously extremely cold and sleepy. Whilst we were in the act of moving backwards and forwards upon the beach James Stilliman discovered, by accidentally stamping upon it, a piece of wood, which proved to be the beam of a shallop. This he took up, and, making a blow at the elephant, struck him in so critical a manner that he knocked out both its eyes, and the effect of the concussion was so great that the animal rolled ungovernably upon the beach, and some minutes elapsed before we could approach again, when we afterwards soon dispatched him. This fact I mention, as it is generally useless to attempt the destruction of a male elephant by clubbing him. The blow in this instance was struck in a peculiarly effective way and with a heavy instrument having a sharp cutting edge, and some nails upon the surface of the wood, striking him in a manner little to be expected, produced this instantaneous effect upon the monster. As the animal lay dead upon the beach I cut from his skin two pair of moccassins each, although I believed they would not prove of much defence to our feet and ancles in consequence of the effect of the cold air upon the untanned skin.

These figures are to show the form of the moccassin.* No. 1 shows the form of the piece of skin when first cut from the animal's side: it has the blubber or internal fat shaved away from it and its margin pierced with holes, through which a "three-yarn nettle" (a piece of rope-yarn of three strands) is passed to draw them together. Figure No. 2 shows the form of the moccassin when drawn and fastened upon the foot, which is done with the hair side inwards, and consequently next the foot. James Stilliman put a pair of his moccassins upon his feet and we proceeded on our journey, leaving the remains of the elephant upon the beach, which we much regretted, as so fine an animal would have been extremely valuable had we been in a situation to avail ourselves more completely of it.

As we had to pass through several water-runs Stilliman found the inconvenience of the water getting into his moccassins, for it speedily became ice and so completely stiffened the foot and ancle that he could not walk: he was therefore obliged to throw them off. He next tried the effect of walking barefoot through the next water-run we came to and afterwards replacing the moccassins, but still found that, in consequence of the skin being fresh and untanned, it soon stiffened by the cold and obliged him again to put them off and walk without them, and we both proceeded barefooted on our journey. When we reached Royal Bay Cave we found John Manning waiting there, although really not expecting to see us again from the weather having been so extremely severe since we left our residence.

We stopped at the cave all that night taking rest in the best way we could, as there was only room enough for two to lie within it, one on one side and the other

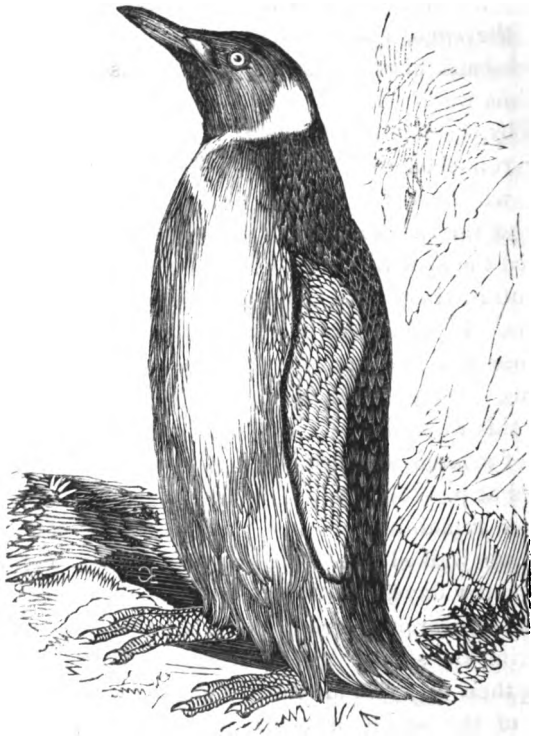
* *Vide* p. 128.

on the opposite, relieving each other occasionally, one watching whilst the others slept. In the morning James Stilliman left us and walked to the mate at Long Point to announce our arrival, and to let him know we had fixed the board in safety at Shallop Harbour. John Manning and I remained to obtain some eggs of the Johnny penguins (papuan p.) from the rookery, which was on the opposite side of the water-fall in this bay to that on which we were situated. The eggs were to be found there at the present time and were the first of the season; we felt therefore anxious to obtain them, and remained a week at this spot for that purpose, living upon the eggs, collecting and burying others in the tussock-bank near the spot for future use. During all this time we lived in the cave called the Hole in the Wall, by the side of this bay. We therefore crossed the water-run each day to and from the site of our operations, which was a quarter of a mile from the shore amongst the tussock bogs. After burying the eggs we marked the spot that we might know where to find them at a future time. As usual we had our pots, or "no-favours," in which we cooked our provision: we had also our tinder-boxes, for these we constantly carried with us. We used the blubber of the sea-elephant for fuel: this we ignited by digging a circular hole in the form of a basin, and using the piece of iron, &c., as described at p. 124.

After remaining about a week upon this part of the coast we walked home to Long Point, and continued there a few days, devoting our time, as usual, to expeditions in search of food.

During the season in which the various birds were laying their eggs, we all used to make excursions to the parts of the shore or coast where they resorted, to collect the eggs; and, in order that we might ensure a

supply during as long a period as possible, we dug large holes in the sand beneath the tussock banks, and filled them with layers of eggs, covering the whole again with sand, and marking the spots that we might know where to return for our supplies. Upwards of three thousand were buried near the place in which they were found, about five miles from Long Point. These depots we used to form at no great distance from the places where the birds had deposited their eggs; for, by adopting this plan, we could in a given time secure many more than if we carried them home forthwith. We made occa-



THE KING PENQUIN.

sional trips to the king penguin rookeries to obtain the supplies we required, and upon these occasions brought to Long Point as many as we could convey in safety; but, finding we were able to bring comparatively so few, we constructed a cart or carriage of a square box belonging to the shallop's stores: to this we attached axles made of parts of a gunwale of a boat that was lying upon the beach: the wheels were made of the bodies of four vertebræ or parts of the back-bone of a whale, many of which lay upon the beach. From these we removed the processes and projections, cutting them smoothly down with a hatchet: afterwards we bored a hole in the centre of each to admit the axletree; and, placing these wheels in their respective positions, a small spike nail driven through the ends of each axletree kept all in their places and allowed them to turn with facility. After having finished our carriage we were anxious to try its powers—how it would facilitate the transportation of eggs from the place in which we discovered them to our dwelling where we intended to keep a store for future use. We found our carriage would travel well over the firm earth; but when we tried it upon the sand it did not answer our expectations, the height of the wheels being so inconsiderable, they buried themselves to the axletrees in the sand and would not traverse: this was a great mortification to us, as we expected a different result. We went on availing ourselves of the firmest ground that offered, and each took a spell in our turns to get the carriage over the ground, but with much difficulty. By assisting each other we at length arrived at our destination where the eggs were deposited; and after filling our conveyance, which was done from amongst the countless numbers on the shore, the additional weight buried its wheels so deeply in the sand that we could not make it travel along the beach,

the only road to our dwelling. After many efforts made by all and each of us in vain, we were obliged to abandon

THE EGG-CART.

the idea of using it: therefore, we left it amongst the tussock, and had recourse to the former plan, of each bringing home as many as he could in the legs of a pair of trowsers sewn up for the purpose, passing the waist-band over the forehead to support the weight of the cargo which was carried over our backs; or at times we filled the legs of the trowsers with them, and, passing the body part over the back of our necks, the legs hung over our shoulders and down in front, which arrangement enabled us to carry them very securely.

When the season for collecting them was over, we still were sure of our supplies for weeks or even months upon this principle; and, as we required them for use,

we walked to one or other of our stores and obtained the necessary supply, and always found them in good condition, as they kept exceedingly well in the sand. The eggs of many species of birds were used by us: those of the king penguin were particularly valuable on account of their size—the contents of three of them would nearly fill a quart mug! When we reflected upon the supply of food thus afforded us, by the resorting of birds to various parts of the coast accessible to our party, we never failed to experience a perfect conviction of the efficacy of a never-ceasing and overruling Providence which had furnished us with such an abundant supply of food as was presented to us at these times. We felt there must be a great and wise intention in the multiplicity of feathered life existing upon this island, as well as upon others, surrounded for miles or hundreds of miles by an unbounded ocean—an intention far higher, and influenced by a much more benevolent principle, than upon a cursory view of things we are frequently induced to suppose has led the all-wise Creator to establish His feathered tribes upon a spot so drear and desolate as the isle we now dwelt upon. And why should these peculiar tribes—these tenants of the air—fly and flit around us, influenced by apparently so much positive happiness? We felt convinced that, whilst we gazed upon and followed them in their airy evolutions, we were learning much of Him who had permitted them, as secondary causes, to perpetuate our existence; and, though we were at present far from human aid, an Omniscient Being was watching over us and impressing our minds with a conviction of His present and future efficacy.

In preparing our eggs, we frequently boiled them with their shells on in plain water, to different degrees of hardness, according to our taste: and we often prepared

them in another way, which was as follows—We broke the shells and put the contents of several together, beat and mixed them well, and then fried them in fresh seal oil: in this way we used to eat them as a substitute for bread, after dividing them into portions. Some of my readers may suppose that this could not be a very good method of cooking them, for the very idea of using seal oil as a medium in which to boil any substance that is to be eaten is not very pleasing. Yet, let me assure them that we found the eggs prepared in this manner very agreeable and pleasant, for the oil we used was recently obtained and of the purest character; and, especially as our appetites had been sharpened by various and frequently long privations, we were contented and happy in furnishing ourselves with newly-arranged dishes when we could have recourse to a good supply of provisions such as our eggs afforded.

As the season had arrived for collecting them, we prepared some eggs of the albatross and of the king penguin for transporting the notices of our being upon the island: we emptied them of their contents, dried them well, and then introduced into each a notice written upon paper in the gall of the albatross, describing the nature of our residence upon the island. We then stopped the opening with a small piece of cloth covered with mineral pitch, and afterwards pitched the outside well over to keep out the water, and to render the surface as strong and durable as we could; after which we turned them adrift upon the sea, with many a hearty wish for the success of the project, and that they might be seen and caught up by the crew of some vessel and lead to our discovery. We also turned off two bottles, each containing a notice written as above. We also thought of building a little vessel, and carving a notice of our exile upon her decks, and turning her

adrift to the mercy of the waves! From the contents of the stomachs of some albatrosses, which we examined, we had reason to suppose some of them had been in the neighbourhood of whaling ships, and we had an idea that we might make our situation known on board some of them if we were to catch an albatross and attach a light board to its back, with a notice of our situation carved upon it. The project appeared a feasible one; for, should this bird make its appearance near any ship with such an object upon its back, it would attract the notice of the crew, who might shoot it with the view of ascertaining the nature of the object, and thus our wishes would be consummated.

At this time we all agreed to take a journey together as far as Shallop Harbour, for the purpose of examining the twelve-foot skiff which formerly belonged to the *Francis* shallop, and which we left in one of our expeditions to Shallop Harbour in search of sea-elephants, as stated in the early part of this narrative. After making a few preparations we left our house at Long Point and started together, following the direction of the coast. The reason why we thought of bringing the boat to Mount Campbell shore was that a great quantity of wood was lying there: we thought this proceeded from the wreck of a shallop which was lost on the rocks of Despair, about twelve miles off Shallop Harbour, to the northward.

Upon reaching the harbour we found the boat lying as we left her, belayed to the try-pots: although many a storm had burst over our boat, she had not been moved. The first sight we had of her recalled to our memories many scenes of the past: we regarded her as an old friend, and thoughts of by-gone days flashed across our minds—the different situation we were in when we pulled ashore and hauled her upon the beach!

We left her *then* securely lashed to those heavy objects, that she might remain unmoved until we could again fetch her from the shore. Little did we think that upon our *next* visit the ship would be gone, leaving us upon the island with the melancholy prospect of terminating our lives upon a spot so far from human aid. Yet, trusting in a far higher power, we hoped all would end as we wished! Casting off the lashings, by which the boat was made fast to the try-pots, we hauled her down to the water's-edge and once more launched her into the sea: all got on board, and pulled down to the Mount Campbell shores where we again landed and hauled her up upon the beach. Our intention was to lengthen her, and make her a more serviceable sea boat, that she might enable us to reach the Cloudy Islands to which we thought of going when the sealing season arrived. As the boat was only twelve feet in length, we thought of adding about five feet more to her "amidships," as she was at present rather too small for our party. We thought of repairing the boat here as there was plenty of wood upon the beach, and afterwards taking her round to Hope Cottage.

As the weather improved and our summer advanced, it appeared to have a beneficial effect upon our spirits, which were also elevated at the idea of our having taken precautions to make our present situation known in case a sealing or whaling ship should visit the island. The direction board having been fixed in Shallop Harbour impressed our minds with much confidence. The same peculiar feeling appeared to influence us all, that the time was near at hand when some vessel would arrive from England.

Impressed with this idea, and confident that we were never more happy than when our minds were employed in the occurrences of the day, having then less time to

will seize each other by any part that offers, tearing out large flaps of skin. Their throats, heads, and faces are often greatly lacerated, and the proboscis bit and torn through; for their canine teeth possess enormous power. They will frequently erect themselves upon their hinder parts, raising the anterior portions of their bodies and their fore-feet completely from the ground, and in this position shift themselves round and face about with astonishing energy. It sometimes happens that after such combats these large males will take possession of the whole herd, driving away the younger ones; at other times they will in their turn be driven off and made to retire to sea, or to pursue a more fortunate enterprize.

Whilst the sea-elephants are upon the shore they may be heard to make various noises: some of them not very unlike the human voice in plaintive strains; at other times the roaring or bellowing of the male sea-elephant is truly tremendous, and has been heard occasionally to the distance of two miles when the air is still.

Sea-elephants when quite young have black curling hair, which they lose in about a month after their birth and acquire a grey-coloured fur. A full-sized male elephant is about from sixteen to twenty feet in length: the female is about nine or ten feet. A large male will yield three-quarters of a ton of oil: formerly, when they were not so much persecuted, they attained a larger size and each would then yield upwards of a ton.

About the months of August and September the elephant seals resort to the shore, where their numbers gradually increase; the younger ones, both male and female, making their appearance first. Early in November the adult females collect upon the shores, where they produce and rear their young, remaining about three months in charge of them. In the early part of December the general assemblage of adult males takes

place, and they remain about six weeks or two months on shore. Towards the latter part of this time they change their coats: the young ones from having black and curly fur acquire their silvery grey dress, and towards the middle of February go down with their mothers to the water to essay their skill in a new element. Soon after this the parent seals abandon their young and the herds disperse. The chief part of the adults of both sexes appear to move northward, whence they return, as has been mentioned, to the shores of Desolation in the spring.

From this time to the end of April groups of both sexes of the two preceding years may be seen on shore at times, after which they disperse to herd again on the following spring. These straggling young elephant seals are called by the sealers "winter elephants." Straggling elephants appear during the winter months and at various seasons; but they herd together only during the summer.

The Sea-Leopard or Leopard-Seal (Phoca leopardina, Jameson), is another species of seal inhabiting the shores of these islands: it is a prettily formed animal: its head is small and sleek: the body a greyish brown above, blending into yellowish white beneath: its whole fur is prettily variegated with lighter oval spots. This animal is becoming much more scarce than formerly at Desolation, in consequence of its having been persecuted and destroyed, so indiscriminately without reference to age or sex, by the crews of sealing ships that have visited the islands at different times. At the proper season of the year we could generally obtain a few of these by watching for them, and using a little precaution. This was the species of whose skin we made our dresses when at Long Point. It is generally found from six to nine feet in length.

Fur-seal (otaria falklandica, Desm). This species is one of the most valuable of the seals in a commercial point from the softness, warmth, and beauty of its fur, the general colour of which is a kind of iron-grey above and white beneath. The usual length of this seal is about four or five feet: it is prettily marked with dusky white and grey about the face: it has external ears projecting an inch from the side of its head. Its eye is full, quick, and lively: its fore paws are ample, without nails: the hind paws are also large, but furnished with claws, and with lappets of fur-covered membranes projecting from the toes three inches beyond each nail. The fur of this species consists of three sets or divisions —viz., the long dark grey, each hair of which is banded with dusky white; a shorter white grey, somewhat curly; and lastly the soft, silky, tawney fur, which is the only part remaining or observed in the seal skin of commerce. The two former kinds of hair are said to be removed by carding the skin with a wooden instrument prepared for the purpose whilst it is under the influence of heat.

This species was formerly extremely abundant at these islands; but its numbers have been considerably thinned by the injudicious manner it has been taken by the sealers: disregarding season, age, and sex, they have sacrificed the promise of future supplies to the avariciousness of the present; and parts of the shores where they formerly abounded are now nearly forsaken by them.

The Spermaceti Whale or Cachelot (Physeter macrocephalus), is the largest animal of the whale tribe inhabiting the southern ocean: it is characterised by its large head and powerful teeth, which are seen in the lower jaw only, and are received into corresponding cavities in the upper, in which the teeth are only rudimentary: it

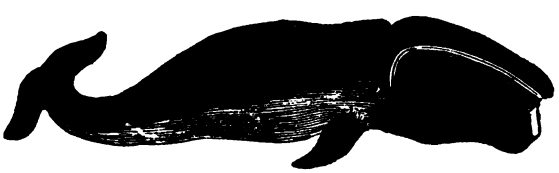
has no baleen, or "whalebone;" eye proportionably, extremely small (*vide*, vignette, p. 58). In a national and commercial point of view this species is second only to the Balæna mysticetus or Greenland whale in value and interest. It attains the length of sixty or eighty feet: its head is very large, occupying about one-third of the body: nose obtuse: lower jaw narrow, and received between the lips of the upper when the mouth is closed. The blow-hole or nostril is at the upper extremity of the nose, from which the "spout" or breath-blast is thrown forward, appearing like a column of steam. The pectoral fins are small and obtuse: tail fin large: upon the back there is no fin, but a protuberance, a little more than one-third of the animal's length from the tail. In colour it is greenish black above, gradually blended into whitish below and round the eyes: in the upper part of the head, between the crown and the nose, covered by a strong integument, is the cavity containing the spermaceti of commerce. In the intestinal canal of this species the substance called "ambergris" is contained. On the breast of a large whale the blubber is about fourteen inches thick; on the rest of the body from seven to eleven, and is of a light yellow colour: this, when cut in pieces and melted, yields the sperm oil.

Upon the surface of the ocean, with its body nearly horizontal, this animal may be occasionally seen skulling itself along with an oblique movement of its tail from side to side, at the rate of from three to five miles per hour, blowing or breathing at intervals of a quarter of a minute; but its greatest velocity is obtained by a vertical motion of its powerful tail upwards and downwards beneath the surface: the nose being lifted to the point of the lower jaw at each upward direction of the tail, and depressed below the surface as the downward

movement is produced: in this manner it travels with its utmost speed about ten or twelve miles per hour.

The food of this species, and, probably, of most of the whales, consists of fish, various species of squid or cuttle fish, and other marine animals, which are captured and devoured as the whale ploughs beneath or along the surface of the water. It abounds in certain parts of the southern ocean, has a wide range, having been taken off the coast of Peru, Japan, Timor and the Indian islands, seas of Australia, Cape of Good Hope, and occasionally appears at Kerguelen's Island. It frequently occurs, when these whales are feeding in abundance, that large quantities of molluscous and other (frequently minute) marine animals may be observed in the sea: upon these, probably, the fish are feeding which attract the whales.

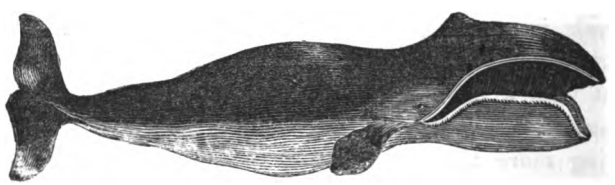
We have heard of a high-finned cachelot, but the characters are at present obscure; and a hump-backed whale, in contradistinction to the sperm whale. The hump-back or hunch-back whale is described as smaller, but with a larger hump than the sperm whale. The accounts are not very satisfactory in proof of there being more than one species in the south: the two latter may be seen feeding together in parts of the southern ocean.



SOUTHERN WHALEBONE WHALE.

Whalebone Whale or Right Whale of the South Sea (Balæna australis, Desmoulins) is smaller than the allied species of the North (the Greenland Whale, Balæna mysticetus), measuring from thirty to fifty feet

in length; its baleen or "whalebone" is proportionably longer, measuring frequently nine in a whale of forty-five feet in length, owing to the greater curve of the upper jaw. The pectoral fins are proportionably longer and more pointed, whilst the lobes of the tail are less obvious: the colour is of a uniform black grey above and lighter below; but, from its being frequently covered with barnacles, the general appearance is lighter than natural. This is the animal known as the Right Whale in the neighbourhood of Kerguelen's Island, resorting to the bays and harbours at no great distance from the shore. The wood-cut above shows the general form of this whale, whilst that beneath will shew the appearance of the Greenland or Right Whale of the north. The "spout" of this whale appears to be thrown nearly in a vertical direction in two columns of steam.

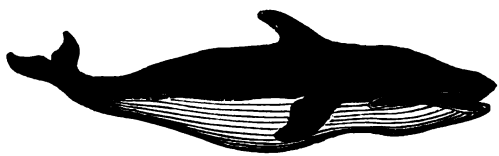


GREENLAND WHALE.

This wood engraving, and the one above, will show the position of the baleen or whalebone of commerce in the mouth of the animal: it is so arranged as to serve the purpose of a strainer. As the whale passes through the water with its mouth partly open, it catches everything in its course which, entering the mouth, is retained, whilst the water is permitted to escape between the plates of whalebone.

I may here remark, although whales are commonly called "fish" by mariners, they really are not so, as their organization is essentially different. Fish respire by gills

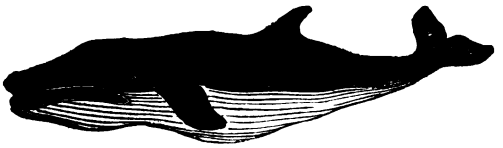
which separate the particles of air contained in the water that flows in at their mouth and out at their gill-covers: their fins are rayed and tails vertical: their young are produced from eggs. Whales respire air, and are obliged to come to the surface to breathe, where they inflate their capacious lungs, which are contained, as in the higher order of animals, in the chest: their fins have no rays, their tails are horizontal, and they bring forth their young alive.



SOUTHERN RORQUAL OR FIN-BACKED WHALE.

Southern Rorqual (Balænoptera australis) is called the Fin-backed Whale by south-sea whalers. It inhabits the seas of this latitude: this species here represents the rorqual found in the northern regions, and corresponds with it in having short plates of baleen or whalebone on each side of its mouth, and in the pointed form of its head: as in that species also, there is a fin upon its back, but placed more forward than the one of the northern rorqual, and nearly over the pectoral fins, its apex arching posteriorly over its base; but there appears some discrepancy about the position of the fin in the minds of those who have seen this whale on the shores of the island. It has also been confounded with the Black-fish, hereafter described, on which account we have given two figures of it, hoping they may lead to more satisfactory conclusions. Each figure is taken from drawings and descriptions of persons who have visited

these islands: length, about thirty-six feet: colour, black above, lighter below: the spout or breath-blast is vertical, and very high in calm weather.

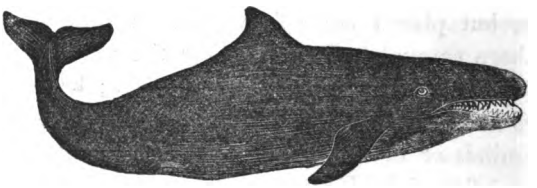


FIN-BACKED WHALE.

This figure is given with the view of instituting a comparison in ascertaining the exact form of this species.

NORTHERN RORQUAL.

This figure of the northern rorqual, razor-back whale, finner or fin-back, of the northern whalers (balænoptera boops), is placed here that its form may be compared with the above.



BLACK-FISH.

The species of whale, termed by us the "Black-fish" (Phocæna nigra), is much smaller than those described above, and does not exceed ten or twelve feet in length;

its head tapers towards the nose which is rounded: both jaws are furnished with numerous small teeth: its dorsal fin is ample and nearly midway between the nose and tail, convex anteriorly and concave posteriorly, but not arched over its base, as is the case with that of the fin-backed whale: its body is entirely black. This species is frequently thrown ashore in various bays at Kerguelen's Island, where they may be seen lying in numbers upon the beach. Besides this, which appears to be a true porpoise, there were other species of a smaller kind which we had not an opportunity of examining, but which we frequently saw in the neighbourhood of this island.

SHEATH-BILL.

Sheath-bill (Chionis minor) is the only bird at Desolation which is not web-footed. We knew it by the name of the white pigeon or snow bird: the bill and legs are black: plumage, snow white: it takes the name

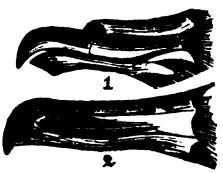
of sheath-bill from a peculiar horney sheath-like process at the base of the bill which the accompanying wood engraving will show, and we called them pigeons; for their pretty white plumage, whilst they were in the air or engaged upon the shore, gave them a strong resemblance to those birds.

They frequent the sea shores in large flocks and feed upon crustacea and various substances left by the waves. They are lively attractive little birds, and at times afforded us much satisfaction in witnessing their happy and busy operations upon the beach.

These abundant little birds were of great use in adding to our supply of food, and we had no difficulty in securing them, especially in the breeding season; for, at those times when we encroached upon their domains, or the spot in which they had located themselves during the time of hatching and rearing their young, so regardless were they of danger that they would run at us and peck our feet with signs of the greatest indignation at our approach. This species is not quite so large as the white-billed sheath-bill (chionis alba), known to navigators about Cape Horn as the sea or white pigeon. After taking one of these and holding it up by the tips of its expanded wings, the others would flock round so that we could knock them down with our seal-clubs and secure as many as we wanted.

The only species of duck noticed by us upon the island we called the brown teal (Querquedula Kerguelensis). It feeds chiefly upon the seeds of the pringlia antiscorbutica or cabbage plant.

This proved a valuable bird to us, and a chief source of support during the spring months in this climate whilst we resided on the borders of Big Elephant Bay, and also whilst we lived at Long Point on the lee-side of the island.



Giant petrel (Procellaria gigantia) is found at Kerguelen's Land. This fine species is not inferior to the wandering albatross in size: its plumage when adult is snowy white; bill, light horn colour: legs, dusky or dark brown.*

The young of this species is grey, darker upon the back. It has a wide range, and is not only found at the Island of Desolation but at New Zealand, and upon or near most of the islands in the southern ocean. Although this bird is as large as the wandering albatross, it may at once be distinguished from it by its snow-white plumage, its peculiar beak and tubular nostrils, the latter being characteristic of a true petrel. It is one of those birds which are destined to be the great and effective natural instruments for the removal of large quantities of animal substances that at intervals are thrown upon the shores of the boundless Pacific and other oceans, and which, but for their agency, would accumulate and fill the surrounding air with pestiferous exhalations. No. 1, in the adjoining sketch, shows the form of the beak of this petrel. This bird, when wounded, has been known to be attacked by others of the same species and speedily devoured.

Southern Fulmar Petrel (Procellaria glacialoides) may be looked upon as the southern representative of the Fulmar Petrel which is a northern species frequenting the British Isles and the islands of the northern regions. The former is very like its northern congener in size and colour, but is of a bluer grey upon the upper parts of the plumage: it has been met with at the Cape of Good Hope and Straits of Magellan, as well as at Kerguelen's Land. It was used, when young, by our

* Beak of Giant Petrel, No. 1: Beak of Wandering Albatross, No. 2.

party as food, and our supplies were obtained by digging the young birds from the burrows in the sand or tussock banks on the lee or S.E. side of the island. The bird was known and eaten by us under the name of white night-hawk.

Pintado petrel (Daption capensis): this bird is usually known to sailors under the name of Cape-pigeon, taking its name from the circumstance of the upper part of its plumage being prettily marked and variegated with dark grey and white, and not unlike a pigeon at a distance: the under parts of the body, snow-white: legs and bill, dusky horn coloured: the nostrils tubular, opening at the top of the bill by an arched aperture common to both. It is extremely abundant at the Cape of Good Hope and Kerguelen's Land, enlivening the parts of the ocean over which it presents itself by its elegant plumage, lively flight, and scrutinizing survey of every object likely to afford it a palatable repast. This bird was known to me and my companions as the spotted eaglet or spotted night-hawk.

Great Black Petrel (Puffinus æquinoctialis) is a very common species, and may be seen in numbers wherever a supply of food offers itself, repeatedly uttering its well-known cry of "checker, checker," at the same time examining every object and each morsel that may be floating upon the surface of the ocean. This species, in conjunction with the still more numerous Pintaddo petrel, assemble round each vessel as if to greet the voyager and welcome his happy arrival at the land of its birth—an island scarcely less dark and dreary than the fathomless ocean over which he has passed—but one which can afford the mariner several secure harbours if his knowledge of the island be sufficient to enable him to avail himself of them. These birds, known by the appellation of black night-hawks, supplied our

party with wholesome food, and we were in the habit of digging the young birds from the burrows formed by the parents previous to depositing their eggs. This species ranges from the Cape of Good Hope to New Zealand.

Bank's Petrel (Prion banksii) ranges from the Cape of Good Hope to the coast of Australia: upper parts of the plumage and shoulders are blue-grey; stripe over the eye, chin, throat, and breast, white. This species was known to us as the Blue Night Hawk. During the breeding season the young afforded supplies of food, which were obtained by digging them from their burrows.

Shear-water Puffin (Puffinus major) inhabits the islands of the South Sea as well as the Cape of Good Hope. It is about the size of Procellaria glacialoides: upper part of plumage, dark brown-grey; upper part of wings, black-grey; chin, throat, and breast, dusky white. As there appear to be some doubts whether this species is an inhabitant of Desolation, some elucidation is required: it is considered to have an extremely wide range. Specimens are said to have been taken in the South Sea, at the Cape of Good Hope, in Italy, Great Britain, and North America. The Short-billed Petrel (Procellaria brevirostris) is also found upon the island.

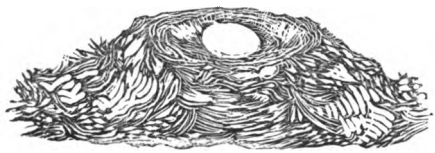
Several species of Albatrosses are seen at this island, and the one we usually called by that name is the "Wandering Albatross" of naturalists (Diomedia exulans, Linn): this is the largest of its kind. The beak is strong and powerful, having a concave sweep from the base towards the point, which has a bold and abrupt hook: a furrow runs on each side of the upper mandible, from the base to the cutting edge of the terminal hook. In these are the short horny tubes of the nostrils, which are directed obliquely upwards and forwards one on each side near the base. Toes webbed, three before, none behind;

wings long, narrow, and powerful. The plumage varies much according to age; the adult bird has its head, neck, back, and wings, more or less tinged and delicately barred with grey; rest of the plumage white; bill, pale yellowish horn colour; feet, flesh-coloured. This bird is a general inhabitant of the South Pacific, and is well-known to the navigator, as it is seen in graceful curves sailing round his vessel or sweeping over the surface of the deep. The length of flight which it sustains is truly astonishing: he appears in his element either on the water or in the air: through the placid atmosphere he glides with noiseless and outstretched pinions—plays in the breeze, and holds his holiday in the boisterous storm. He is voracious to a degree, and will feast with avidity upon offal thrown overboard, or swallow a fish of two or three pounds weight.

With us at Desolation he would devour immense quantities of blubber, although he touches it not on shore. When afloat upon our raft-ropes he would light upon the water closing his powerful wings, and with the utmost satisfaction settle down to a comfortable meal. Riding bouyantly beside it, he applies his powerful, cutting, and hooked beak, acting like a pair of shears, with which he removes large masses that disappear in the next instant by being passed with an upward and forward jerk of the head into his capacious throat. It is one of the most destructive creatures; and, although we admired his graceful, lordly, and majestic flight, we could not avoid regarding him with an eye of jealousy when we saw him beating to windward at no great distance from our rafts of blubber.

This species constructs a nest of tussock, kelp, grass, and earth, of the form represented in this wood-cut, about one foot high, and a foot and a half in diameter at top, with a slight indentation above, to accommodate a single large white egg which is laid about the middle

of December. They principally breed on the eastern or lee-side of the island.



THE ALBATROSS NEST.

The Sooty Albatross (Diomedia fuliginosa) is another inhabitant of Desolation, and known to us as the Nelley: it breeds on the low ridges of land by the side of the rocks some way from the shore, and lays one large white egg in August, and we observed when the first was taken they would sometimes lay a second: they were very abundant and contributed largely to our support. The plumage of this bird is of a uniform dark or sooty brown. It is one of the most voracious creatures the sealers in this country have to contend against, and its cunning is no less notorious. Frequently, after taking a quantity of blubber, when there was too much surf upon the shore to enable us to raft it, we endeavoured to secure from the attacks of these birds what we had prepared by digging a large hole in the sand or shingle, throwing theblubber into it, and covering the whole over with kelp or sea-weed. If the smallest portion remained uncovered, so that the birds could see it, they would one after another alight upon the beach and devour it, eating their way into the mass, or heap, and completely bury their heads and necks within. So voracious are they that I have known ten or twelve tons from a raft of blubber to be devoured or destroyed in one night; for they are just as active on moonlight nights as during the day! We have frequently observed them seize and carry away the young penguins from the shore.

The Yellow-nosed Albatross (Diomedia chlororhyn-

chos) is another voracious species, nearly as much so as the nelley, but from its being less abundant its marauding influence was not so much felt by us: it was known to our party as the Mollymawk, and like the Sooty Albatross it breeds on the narrow ledges of the rocks at a little distance from the sea.

Black-eyed Brown Albatross (Diomedia melanophris) is also an inhabitant of the island: it much resembles its congener, the sooty albatross, in colour, form, and disposition. These three latter species appear to be generally inhabitants of the South Pacific.

The Antarctic Pomaraine Skua (Lestris antarcticus) is well-known to the sealers at Desolation by the name of the Sea-hen, or "old Mother Berry," and frequently amused us by its indefatigable efforts in pursuit of the various gulls until it had dispossessed them of a portion of their meal. This bird is not very unlike its northern congener, the Arctic Pomaraine Skua. It is of a dark chesnut brown with black bill and legs. It breeds upon the lee-side of the island on low flat places amongst the grass, where it deposits its eggs, two in number.

The Pacific Gull (Larus pacificus) is a large and powerful species, much like the Great Black-backed Gull of Britain in general form and colour; but having a deeper and more powerful beak with the tips of both mandibles black or dark brown. This bird is also found in South Australia and Van Diemen's Land.

The South American Gull (Larus dominicanus) is also a large species somewhat like the former, but not quite so robust in form: it has a range from the Straits of Magellan to New Zealand. I believe both these gulls were known to us by the name of "Boatswains."

The Short-ancled Tern (Sterna brachytarsa) is a common species: its pearly, grey plumage, black crown, and orange-red legs, accompanied by its pointed and coral-red bill, give this bird a pretty and elegant appear-

ance. From its rapid flight and lively habits it was a favourite bird with us to whom it was generally known as the "King-bird:" its prey consists of young fish, crustaceous animals, &c., which it takes by darting upon them as they approach the surface of the waves.

The Tufted Cormorant (Phalacrocorax cirrhatus) is common at Desolation, where it used to be seen amongst the most inaccessible rocks, sitting immovable for an hour or two together: at other times they would be observed with their wings expanded, as if to dry their dark and oily plumage, sitting in rows at various elevations above the sea: frequently they sit upon a low ridge of rock, attentively examining the water beneath, into which they suddenly dart upon their prey, returning soon after to the rock again: they are excellent swimmers and divers, and their hooked bill is admirably adapted for securing their prey. Although from their long necks they are awkward looking birds in the air, they fly well, generally low, and just over the surface of the waves. These birds build upon the high ledges of rock, making their nests of grass and seaweeds: they lay about five oblong, greenish, white eggs.

EMPEROR OR GREAT PENGUIN.

Emperor or Great Penguin (Aptenodytes Forsteri, Gray) The head, face, chin, and upper part of throat black, with a yellow sub-crescentic spot beneath the black on each side: breast, neck, and throat, white: back, grey. This is not found at Desolation, but introduced here to show the difference of marking between it and the King Penguin. It inhabits higher southern latitudes (about lat. 65 S.; long. 156 W.); was

first seen by Captain Cook, and figured by Forster the naturalist; and the first perfect specimens were brought to England by Captain Sir J. C. Ross on the return from his Antarctic expedition. This is the largest known species, weighing from sixty to seventy-eight pounds: it feeds upon various crustaceous animals, and several pounds weight of pebbles are occasionally found in its stomach. They usually walk erect like the King Penguin and others; but their most rapid method of progression over the snow is by throwing themselves upon their bellies and propelling alternately with each leg, steadying their bodies with their fin-like wings, one of which touches the ice with the opposite foot, and thus they scramble on faster than a man can follow them. When undisturbed they will suffer themselves to be approached and knocked down with a seal-club.

THE KING PENGUIN.

King Penguin (Aptenodytes penantii)—head, face, and chin black; iris, yellow; oblique yellow mark down side of head to throat, where it unites with the one from the opposite side: back of neck and back, grey; breast, white.

The eggs of these and many other birds were of considerable size and importance to us, and could be procured in great numbers upon various parts of the island.

The egg of this species is so large that the contents of three of them will fill a pint mug. During the proper seasons we availed ourselves of every opportunity in procuring them, which was done in the following manner. We made journeys to the penguin rookeries, as we usually termed the places to which the birds resorted, where we found them sitting in herds of many

hundreds upon the shore with the eggs between their legs, which is the position in which they are held during the act of incubation, and we believe the male assists the female in this occupation. On our approach we observed the shore apparently covered by them; and so regardless were they of us that they would permit us to stoop and take the egg from between their legs, and whilst in the act of doing this they seldom attempted to assail us with their beaks; but occasionally would lift up and endeavour to strike us with one of their wings when we closely approached them. We frequently observed a remarkable circumstance in connection with their instinctive habits, which was this—after we had removed their egg they would often look about for a stone near its size, and, when found, would take it between their legs and nurse it, as they formerly had done the egg of which we had deprived them. These birds occasionally leave their eggs on the shore for a short time in an indentation made apparently by each individual pair above high-water mark, and out of the reach of surf. Troops of these penguins will sometimes proceed along the shore, thirty or forty abreast and some hundreds in length; and when we met them they would divide their ranks to let us pass, then close again as we passed on; and each successive rank would do the same, then march on in their usual shuffling or waddling manner, no more regarding us than if we had been of their number. This proceeded apparently from their inexperience or complete ignorance of the powers of the human race, probably having scarcely seen a human being before it was our misfortune to be cast away upon these shores. Had we felt inclined we could have secured any number of the birds; but as food we did not find them very good, and therefore were not anxious to molest them, except for their eggs which were very excellent, affording us an

abundant and wholesome supply of food during the season, and whilst our stores of them continued.

The young of the King Penguin is covered by a uniform light brown down, and continues in this plumage until it acquires the size of an adult without any indication of the markings of the old bird.

The eggs were found in the month of December, which was the midsummer in the latitude of this island. Whilst we resided at Saddle Island the nearest King Penguin-rookery was at Christmas Harbour; but we met with stray birds occasionally of this species, and when we wished to procure them we imitated the call they repeat one to another, which was something like the word "crew," reiterated in a shrill tone, at which they would come on shore and we secured them! This species is also found at the Falkland Islands.

MAGELLANIC PENGUIN.

Magellanic Penguin (Spheniscus magellanicus) is rather a smaller bird than the Papuan Penguin, and its plumage is more variegated. The upper and back part of head and neck, face, chin, middle part of throat, back, upper part of wings and line down the side from lower part of throat to thigh, dark bluish grey: a narrow white mark passes along the base of the lower mandible, over the eye, round the side of the head and cheek to the front of the upper part of the throat, where it joins the corresponding mark of the other side: a long white undulating line passes down the side from the lower part of the neck, separating the above mentioned lateral grey mark from the grey of the back: a white line passes along the anterior and posterior edge

of the wing: feet and bill, dusky. As it has been stated that this bird is found at Desolation Island, and some doubts exist respecting its having been found there, we introduce this description in case the present volume should meet the eye of any one capable of deciding the question. Specimens were brought from Maxwell's Harbour, Hermit Island, by the Antarctic expedition under Sir James Ross.

HEAD OF PAPUAN PENGUIN.

The Papuan Penguin (Aptenodytes papua) was called by us the Jentoo or Johnny Penguin: these are the earliest penguins to deposit their egg, and our first supplies were obtained from them: resorting to the "tussock" or "saxifrage," about one hundred or one hundred and fifty yards from the shore, they take their station during the season of oviposition, and there we were sure to find them in the spots to which they continually resort upon such occasions. The egg is about twice the size of a hen's egg, and nearly round.

The head, face, and throat of this species are dark-grey, with a white mark over the eye, narrower above, and extending over the crown of the head to join the corresponding mark on the opposite side: iris, white: back of the neck and back, dark-grey: front of the neck and breast, white.

HEAD OF CRESTED PENGUIN.

Crested-Penguin (Eudyptes chrysocome) was called by us the "Macaroon Penguin," from its elegant yellow plumes which pass from the eye towards the back of the head, over the side of which they are pendant, giving an extremely pleasing appearance, as they are relieved by the dark plumage of the surrounding part, more particularly

when the birds are frightened or agitated; their crests are erected, and, standing in relief, are rendered still more conspicuous.

A general description of this species is as follows—viz., the head, chin, face, back of neck and back, glossy black grey: throat and breast, white: mark from the base of upper mandible to a spot over the eye, yellowish white: pendant feathers over and behind the eye, yellow or golden white: bill and feet, red.

These birds deposit their eggs amongst the debris at the foot of the rocks, in various parts of the island, during part of November and December, frequently in company with the next species, which is the smallest penguin on the island, between which and the last the present species is intermediate. This also inhabits the Falkland Islands.

THE LITTLE PENGUIN.

Little Penguin (Eudyptes minor) is the smallest of the penguin tribe upon the icland, and was usually designated by us the "Rock-Hopper Penguin." This species we frequently found in company with the crested-penguins amongst the debris at the base of the rocks, to which places they resorted to deposit their eggs which, during the months of November and December, furnished us with supplies. The young of this species we also found useful as food; but the old birds were tough and strong in flavour. The Rock-Hopper and Macaroon Penguins are seen in numbers at sea,

apparently in the act of migration, as they are observed to leave this island in the winter, and, we supposed, for a warmer climate, returning to Desolation in the spring months.

Although the eggs of all the penguins furnished us with supplies of wholesome food, the full-grown birds we used to eat only during extreme cases of deficiency, and we found the best method of cooking them was to make them into a kind of broth or stew.

The upper part of the head, back of neck and back, are of a blue grey: chin, throat, and breast, of a shining or silky white: eye, red. This species is about the size of the common Guellimot of the North British coasts: perhaps not quite so large. It has been found at New Zealand, South Australia, Falkland Islands, as well as at Kerguelen's Land.

Sir James Ross remarks with regard to the habits of some penguins which he met with near the Antarctic circle:—"These curious birds actually followed our ships, answering the call of the sailors who imitated their cry; and, although they could not scramble over the ice so fast as our ships sailed past it, when they got into the water they made up for it, and we soon had a flock of them in our wake, playing about our vessel like so many porpoises!

During Captain Cook's visit to Desolation the seine was hauled once, and a few fish, about the size of a haddock, were taken; and, whilst our party resided here, we used to meet with several kinds, catching them by hook and line. In the account now published by Dr. Richardson, he has described two new genera, under the names Notothenia, of which three species were found here; and Chœmethys, of which there is yet only one known species, *Rhinoceratus*: it has a general resemblance to the *Gurnards* and *Prionotes*: all the species

of these two genera inhabit the kelp of the shores. These fish are useful as articles of food, some of them being a foot and a half long.

On the right-hand side of Whale Bay, and other parts of the island, there are large muscle-beds, upon which specimens of these molluscous animals may be found seven or eight inches in length, within the shells of which pearls of various sizes are found.

There were also amongst the rocks, at low water, very large limpets in various parts of the island: many of these were six or eight inches in diameter.

Crustacea and Entomostraca were met with amongst the sea-weed in various bays of the island, upon which the fish, in all probability, chiefly subsist. A few small Star-fish and Sea-anemonies were found amongst the rocks.

The vegetation of Kerguelen's Island is composed of comparatively few species, although it is situated in a low latitude. The peculiar green or rusty-brown colour of the rocks, when seen at a distance, depends upon the presence of a singular umbelliferous plant Azorella Selago, Hooker, allied to Bolax or the "Balsam bog" of the Falkland Islands. The few species which inhabit the low ground may be seen in tufts, scattered about the rocks at higher levels, and vegetation almost ceases at an elevation of a thousand or twelve hundred feet.

So few are the species that Mr. Anderson, who accompanied Captain Cook, remarks, one might have added ten degrees to its own latitude in southern regions, and upwards of twenty in the north, as the limits within which such a paucity of species exists. In Spitzbergen are nearly three times as many flowering plants as here.

Eighteen species, including cryptogamic plants, were discovered during Captain Cook's stay in the island: and, during Captain Ross's Antarctic expedition, these

were again found, with the exception of one lichen: and the number of species discovered at that time was one hundred and fifty in all—viz., eighteen flowering plants, three ferns, twenty-five mosses, ten jungermanniæ, one fungus: the rest lichens and algæ.

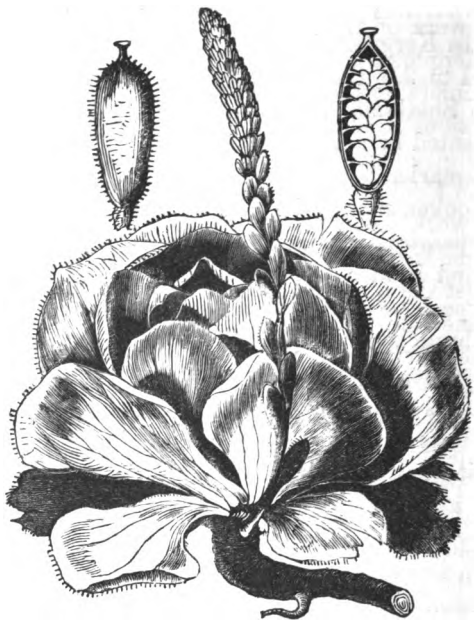
The proportion of the two great classes of flowering plants was as one to two, the lowest ratio yet recorded. In Melville Island, where it is very low, it is as 2 to 5. The large proportion of Monocotyledonous plants here arises from the increased ratio of the grasses which, in Melville Island, is as 1 to 3.7 — nearly double what has been found in any other part of the world. In Kerguelen's Island there is a greater disproportion, 1 to 2.6, the greatest hitherto observed, except in South Shetland, where the Phenogamic vegetation is represented by a single grass.

The remarkable portulaceous plant, Lyallia Kerguelensis, Hooker, named by Dr. Hooker after his friend and co-operator, Dr. Lyall, R.N., is peculiar to this island, and is also one of the most singular and interesting species discovered here: its numerously and densely branched stems, covered by the concave and imbricated leaves, in conjunction with the remarkable nature of its inflorescense, impresses the plant with a peculiar interest.

The singular umbelliferous plant, Azorella Selago, is the most abundant upon the island, and was known to our party as the tussock or saxifrage: it covers the ground in most parts of the island in patches of several feet in extent: the mass of its decayed branches are so thick and soft that a traveller sinks up to the middle, or a false step may plunge him over head into the midst of them.

The fresh and vigorous parts of the stems, which rise to the surface of these patches, are, upon close ex-

amination, extremely interesting, covered by their imbricated leaves cut into 3-7 segments, spinous within and sheathing the stem with their dilated and concave petioles. The pretty little blossoms, with their green calices, each terminating in five pointed segments, alternating with the beautiful little pink concave and pointed petals, which again alternate with the stamens, each supporting its bilocular anther: within these, and terminating the axis of inflorescence, are seated the two styles of the germen.



KERGUELEN'S ISLAND CABBAGE.

The remarkable and interesting cruciferous plant, Pringlea antiscorbutica, or Kerguelen's Island Cabbage, has a long creeping prostrate rhizoma, ringed transversely, and throwing out thick branching fibres just

below the extremity, which gives rise to the perennial cabbage-like arrangement of leaves, beneath which the peduncles that bear the racemes of flowers proceed, one or two in number, which part of the plant rises to two feet in height when in seed. The rhizomata or root-stocks of this plant are not very unlike dark sticks of horse-radish, and equally acrid in flavour: the leaves which form dense solid heads also contain a pungent essential oil, but were very useful to us in our culinary operations when cut in slices and boiled.

Dr. Hooker remarks in reference to this plant, in his beautiful work on the "Antarctic Flora," that the very fact of Kerguelen's Land possessing such a botanical feature confers on the island an importance beyond what its dimensions would claim. The generic name of this plant was given by Mr. Anderson, surgeon and naturalist to Captain Cook, in honour of Sir John Pringle, who wrote a work upon scurvy, from which circumstance Dr. Hooker has added its specific name "antiscorbutica."

Amongst the many "algæ" or sea-weeds that vary this shore a fine and noble species requires especial notice —viz., the Macrocystis pyrifera, which has a wide range in the Pacific Ocean, subject to every vicissitude of temperature and climate, adapting itself to the calmest or most tempestuous seas: it flourishes whether attached or floating in bays, harbours, or in the open sea, where it requires a mean depth of seven fathoms and upwards. This proves a valuable weed to mariners in the Pacific, showing them the direction of currents, the position of sunken rocks, and the course of channels and passages between them: in the neighbourhood of suspected submerged rocks sailors are constantly on the look-out with the view of distinguishing those masses that are moored from such as are floating. This gigantic species abounds in the harbours and amongst the rocks and islands of

the coast, some of the plants being two or three hundred feet in length: it is cast on shore in great quantities, the fronds or leaves covering the beach, whilst the entangled stems lie like immense cables upon the shore. It consists of a long slender stem, which at a certain distance from its rootlike attachment sends off broad, subovate, strap-shaped leaves, broadest near the base, each four to six feet long and six to eight inches broad: these are some thousands in number, bordered by long tooth-like processes, each leaf bearing at its base, between itself and the stem, a pear-shaped vesicle. Every portion of the stem, with its attached fronds, has an extremely elegant appearance; and each plant, contemplated as a whole, impresses the mind with a sense of grandeur, coupled with beauty scarcely surpassed by any other known form of vegetable life. It is beautifully figured and described, with numerous others, by Dr. Hooker in his admirable "Flora Antarctica."

SENTRY-BOX AND ARCHED ROCK.—*Vide* p. 208.

CHAPTER X.

ARRANGEMENT OF THE MEN—TRIP ROUND THE ISLAND —CAPTAIN DISTANT'S ACCOUNT—WHALE CHASE—REPULSE BAY—CLOUDY ISLAND—BOAT HUT—SEALING EXPEDITION—DEPARTURE FROM THE ISLAND—PASSAGE—CAPE OF GOOD HOPE—SEALING EXCURSIONS—STILLIMAN'S ACCIDENT—A PIRATE—TURTLES—ARRIVAL IN THE DOWNS—NUNN'S RETURN TO HARWICH.

CHAPTER X.

FTER our party had been discovered, Captain Distant arranged his men into divisions, disposing them in such a manner that each might profit by the experience of those who had resided so long upon the island in obtaining food for themselves and the remainder of the crew. With the *Sprightly* schooner and *Lively* cutter were three whale-boats, viz., two five oared and one six-oared boat: these were sent to different places where most convenient; each with one of the men who had been resident on the island that he might instruct the remainder in taking seals and sea-elephants; and also in capturing and dressing birds, &c., upon which they were to live. Captain Distant considered this a necessary step to provide against the consumption of provision which must be incurred by his having taken four additional hands on board his vessels. To each of these parties a certain amount of provision was allowed from the ship's stores, and they were to make up the deficiency of supply from what could be obtained upon the shore. Each of the crews thus disposed, leaving the schooner and cutter, made preparations for living on shore. The party I was with resided in a strait called the "London River," forming a communication between Repulse and Success Bays (*vide*, Map), and was constantly in search of seals and sea-elephants, preparing the skins of the former and blubber of the latter as usual, and conveying them to the schooner or the cutter as circumstances might require us to do.

During this time our party lived under the boat, having

built her up into a hut-like residence as before described. This part of the island had been previously visited by sealers and a shallop, which had been left by them, was lying upon the shore during our residence here.

The *Lively* cutter (about sixty tons burden) was frequently employed in cruising about the shores and islands in search of whales, as there are many to be met with in the vicinity of Desolation. Some of these expeditions had a profitable result, whilst others were fraught with some strange and exciting adventures. At times these creatures yield without much resistance to the power and ingenuity of man: at others, are subdued with difficulty, and only after the combined energies of the crew have been exerted to a painful degree and for many a weary hour.

During part of Captain Distant's stay I served on board the *Lively*, and sailed her round the island, having been requested to do so by the captain in consequence of my knowledge of the coast. The object in taking the cutter round was to obtain any straggling and early elephants that might be upon the shore before the greater numbers assembled. We sailed from Repulse Bay within and to the south-westward of Howe's Foreland, ran athwart the entrance to White Bay and Cumberland Bay to the westward of Coxe's Rocks; and, leaving Cape Cumberland on the port hand and steering N.N.W. past the "Sentry Box"* abreast of Mussel Bay and the entrance of Foul Haven: and, leaving the Arched Rock on our larboard hand, ran into Christmas Harbour, where we lied during the night nearly under the lofty rock of basalt on the south shore, called by us the "Dolphin's Nose." In the morning we weighed anchor, and proceeded round Cape Francois and the N.W. extremity of the island, examined the inlets and

* *Vide* head of the chap. p. 205.

harbours as we passed by the aid of a telescope, and ran as near to the land as we could with safety, athwart Rocky Bay, so called from the rocks or breakers nearly abreast of the entrance: passing to the eastward or within these breakers, proceeded across Salt-skin and African Bays; and again, within the next set of breakers, to the southward; ran past the entrance to Shot-Bag Bay, and along the coast to Big Elephant Bay, which we stood into for a little time to examine the shores; but, finding no elephants upon them, we put about and stood out again, and brought up for the night within Saddle Island, in Maryanne's Straits—the site of our forlorn and desolate residence—which I had an opportunity of pointing out to some of our crew, relating various incidents that had occurred at the time we were living there, contrasting my present feelings with what I had suffered from doubt and anxiety at that time. In the morning we proceeded on our passage, and leaving these Straits ran into Young William Harbour; and, discovering some elephants upon the shore, landed our whale boat and crew, killed the animals and flenced them, after which we carried the blubber to the boat rowed alongside, threw our freight on the cutter's deck, and proceeded along the coast as far as Sprightly Bay. As night was drawing on we dropped anchor here; but did not attempt to enter, as an iceberg had gone ashore and broke up abreast of the bay. In the course of the next day, we ran into Table Bay and searched the shore for some elephants; killed one and some seals upon the beach; these we flenced and carried the blubber and skins on board and made preparations for leaving the bay; but, in consequence of the weather becoming squally, with a heavy sea beating upon the shore, we resolved to lie here during the night. The following morning being more fair, we weighed

anchor and proceeded under the influence of a steady north westerly wind. During the day we ran along the coast, and as night came on reached Greenland Bay and dropped anchor for the night. This was always a favorite harbour, and we availed ourselves of it as often as circumstances permitted.

When we had made all secure Captain Distant informed me, soon after he arrived in London from Desolation he met my father, who told him he left Harwich when he heard the *Royal Sovereign* had arrived and was lying in the London Docks; and at the Ship public-house, in Rotherhithe (the house used by Mr. Bennet's men), had seen the crew of the *Royal Sovereign;* and, upon making enquiries respecting me and what had been my occupation when on the island, was told I was employed in one of the shallops. He also heard from Captain Sinclair that the vessel in which I was last occupied was overtaken by a violent snow squall on the day we left the ship, in search of a whale-boat and crew which were waiting for us in one of the bays on the island; and, about a fortnight after we left, the whale-boat returned without having seen us, which induced him to think the shallop and her crew were lost in the snow-squall above mentioned.

They were all much concerned that the boat's crew had not seen us: many conjectures were made as to our safety; and, after waiting some days, a whale-boat, commanded by Mr. Distant, proceeded in search of our shallop round the lee-side of the island which was the direction we had taken. About three weeks were occupied in the search, the boat during that time visiting all the bays and inlets which it was probable our shallop had entered, but their efforts proved ineffectual. The expedition advanced as far as Christmas Harbour; and, not considering it prudent to continue their course

along the weather side of the island in an open boat, returned to the ship; and, a few days after, the *Royal Sovereign* weighed anchor for her return to England.

Notwithstanding this, my father appeared impressed with the idea that I was still living on the island—(for there is a natural tendency in the human mind at all times to hope for the consummation of those things most desired): he believed that my knowledge of a "fore and aft-rigged" vessel was such as to enable me, under most circumstances to which mariners are subjected, to take good care of her. My father examined my sea-chest, found it empty, and was informed that I had taken all my clothes with me on board the shallop, although I was advised by Mr. Lawrence not to do so for fear an accident should happen to the vessel, when I should be left without resources.

I was extremely interested in this account; but was much distressed that my good father should suffer such doubt and anxiety respecting me, knowing that his feelings would be very acute on such an occasion.

In the morning we left this bay and ran along the coast, passing successively Royal Sound, Shoalwater Bay, and the several stony beaches between these bays and Long Point: the latter I viewed with much interest. Sailing onward in a direction N.N.E. we soon arrived at and passed Cape Digby, and ran along the shore to the N.W. of it, and round the northern point of this land near the Kelp Cliff; then steering W.S.W. passed Blackfish Bight and Mount Campbell Shore, the mouth of Accessible Bay and Shallop Harbour; then hauling up to the N.N.W. passed the entrance of Cascade Bay, Cape Anne, and as far as Cape Daniel. The nights were fine with the wind off the coast, and we sailed on admiring the magnificence of the moonlight effects upon these bold and romantic shores. After passing Cape

Daniel we hauled to the south-westward, and stood for a little time into Hillsborough Bay, thinking we might meet with some whales: after running on for a few miles without seeing anything, except a shoal of porpoises that crossed our course, we hauled up again to the N.N.W. for Whale Bay, passed through Hunter Sound, and by the entrance of Winter Harbour amongst the islands hereabouts; ran into Whale Bay on one of the finest mornings I ever beheld in these seas, and cruised about for some hours, the weather continuing peculiarly serene and delightful.

All on board appeared wrapped in thought, perhaps of distant friends in England or elsewhere: for a time nothing was heard save the rattling waters as they were opposed by the cutter's stem, whilst she glided smoothly through the briny sea.

Suddenly the well known cry was heard—"There she spouts"—and almost at the same instant the usual reply, "Where away?" And all on deck directed their eyes to him who had broke the silence: in the next instant each at the same time caught sight of a fine whale, at no great distance, proceeding up the bay: a boat was lowered and her crew as quickly jumped in, when she was soon on her way to follow this monster of the deep! With the greatest good humour and speed the crew held their course in the direction in which the creature's head pointed. The boat had not proceeded far when the whale sounded: the crew rowed on to the spot where it was expected to rise again, and there waited, all attentively keeping our eyes about us as well as to sea, expecting every moment to observe the whale's head above the water: long did we gaze around us, but in vain, for no whale appeared, and we had given it up, supposing he had turned to sea and gone off in that direction eluding our greatest vigilance. We thought of

returning to our vessel: the harpooner being rather tired of his position, having been kept for a long time looking out, and anxiously waiting the reappearance of the whale to no purpose, called to the steersman, Edward Prior, "I wish you would come and change places with me for a few minutes;" this was done, and he took the steersman's position, whilst the other occupied his.

CREW ATTACKING THE WHALE.

No sooner was this effected than the whale's back was seen rising directly under our bows! "Stern hard!" was the instant reply. "Here is a 'ninety barrel bull' just under our bows! Look out a-head with the harpoon! Mind where you strike, as you are not used to the job: there is no time to shift—enter the harpoon abaft the four flipper if you can." There was no time

for second advice: the monster's head came out of the water, and a tremendous surf rolled off him enough to swamp our boat whose stem was close to his "starboard flipper," and a gush of steam mixed with water shot like a gigantic fountain at the same instant from his nostrils! In a moment we all backed astern, or our boat's "nose" would have been lifted upon his back and we all capsized and unshipped into the water!

Our present harpooner, not being used to his work, was rather flurried and too hasty in the precipitation of the onset, and did not direct his harpoon with the precision he ought, but struck him in the flesh of the shoulder-blade, just above the fin, so as merely to teaze him. Off he set—running out our line with immense velocity—twisting himself about right and left—throwing up his flipper and flapping it in the air—then down again under water—up went his "flukes" (tail) into the air and down went his head, which was up again in the next instant: then away he went with all his might, nearly parallel with the shore, driving onward amongst the rocks, bent upon as much mischief as he could contrive; and, as if he knew the consequence, took us directly towards the "kelp" (sea-weed), under which he ran with the greatest fury, as if determined to draw our boat under the weed, which was extremely thick on this side of the bay. Our harpooner, seeing the consequence of the whale rushing beneath the kelp, seized the "boat-knife" and held it alongside of the line, so as to divide the kelp as the boat passed on, and thus succeeded in keeping her bows above water. After going at an enormous rate, towing us between and amongst the projecting peaks of the almost submersed rocks for a considerable time, he seemed to change his mind and make out to sea at a frightful rate, raising the water a-head of him into a mountain of foam which roared over his

"nose" with a sound like that of a distant cataract, and fell upon his sides and in his wake like a double wall of snow. Roaring, curling, and hissing, onward it came as if it would bury us in its bosom; and, as our boat caught it, the water spun above and along our gunwales like curling sheets of glass fringed with snow-white foam, and, as the sun glanced upon it, it ended in a double arch of prismatic colours!

Thus we went on, tearing away for miles together and without any diminution of speed, until we began to think we should not regain our vessel if we "kept fast" much longer. We made an attempt to haul in the line, thinking we might thus stand a chance of bringing him *to*; and, coming up alongside to get our lances into operation, we made several efforts by hauling on the line with our united force, but all to no purpose: from the velocity with which we were going it was found impossible to gain upon him. Again we tried and found we could not approach: we therefore resolved, after much ineffectual perseverance, to cut the line, which was done most reluctantly, and thus we were obliged to lose both our line and the whale at the end of it. He might have felt relief when our boat was detached; but we scarcely observed any alteration in his pace, for onward he went and the mountain of foam was before him, and the occasional volleys of steam as they were shot from his nostrils appeared sent forth in exultation. We watched him for some time until the surf in his wake appeared like a line of snow upon the ocean, when his tail was raised for an instant above the horizon although scarcely perceptible in the distance, and we lost him for ever.

In the course of about three hours, during which time we were fast to him, he had towed us as near as we could calculate about thirty miles, and it appeared a great chance whether we reached the cutter again be-

fore night; for we were at an immense distance from her, although she had put about and sailed after us as soon as our direction to sea was discovered.

We were much disappointed at not being able to secure the creature after having been fast to him so long; but, knowing these are accidents to which all whalers are subject, we pulled round and made for the land. As the evening drew on, the moon which was above the horizon lighted us upon our course, but was soon obscured by clouds which passed like a sable curtain beneath it. Night approached, and it became too dark for the cutter to be seen and for her to discover us: we therefore sported a blue light, which was answered by the *Lively*. As we plied our oars, phosphoric sparks of liquid silver glided over the wave: hours passed away and occasionally a "blue light," radiant as a star, was seen a-head—a signal on board the cutter that we might show the boat's position to her crew: we quickly answered and then pulled on. The sable veil was now withdrawn; and clouds, like snowy fleeces, chased each other across the sky until all was bright again, leaving the moon in all its loveliness showing her pale face above the mountains, whilst their lengthened shadows fell upon the ocean and the moonbeams danced in a broad stream of light upon the water and came trembling towards us. Soon after this the dark form of the cutter was seen as she bore down, and in a few minutes more we were standing upon her deck relating our exploit with the "giant of the ocean."

We then hauled up, ran to the northward, and in the course of the following day, under a steady breeze, entered Repulse Bay and dropped anchor within a few cables' length of the *Sprightly*, where we continued to lie for a few days, visiting the shore in search of seals and sea-elephants.

After Captain Distant had remained some months upon the Island of Desolation, he resolved to leave for a short time and proceed in the *Lively* cutter to the Crozets, as he believed they might find such a voyage productive from the capture of seals, which probably would be found abundant there. After making all preparations, it was resolved that a party should be left on Cloudy Harbour Island, so called from there being a small harbour on the S.W. side of it. Our whale boat and crew were accordingly left, and it was intended that we should remain until the cutter returned. Upon our landing and hauling up the boat we saluted the cutter with three or four good hearty cheers which were returned by all on board, and she proceeded on her voyage. The present island is about three quarters of a mile over, presenting the form of what is usually called "crag and tail"—*i. e.*, being rocky and precipitous on one side and gradually sloping to the water's edge on the other. Beneath the rock, or at the base of the precipitous face of the island, was a narrow shingly beach where the seals resorted, and upon which we expected to obtain a upply.

The first object was to furnish ourselves with a secure spot to which we could retreat in case of a storm, and we all united our labours with this view. We hauled up the boat some way above high-water mark: then canted her over and propped up one of her gunwales as usual: some of our party proceeded to cut the turf, whilst the others disposed it in the usual form of a wall beneath the stem, stern, and the elevated gunwale, making our work as strong and substantial as possible, as we knew there was a probability of our remaining here for some time, possibly two or three months or more. Our united efforts very soon completed the work: we were anxious to build out the walls, one on each side of the doorway,

as we found these effectual in defending us from the storms of hail and snow to which we were always subject in this ungenial clime. After we had finished the work we felt peculiarly happy, and congratulated ourselves at the appearance it presented: our cooking utensils were stowed away within our new hut, which at once became familiar to us as it had been constructed upon one and the same principle on which we formed our sealing abodes in general, and in the building of which we had now obtained much experience. So delighted and happy did we all feel at the completion of this work that we gave a hearty cheer or two, upon the "raising of our roof," to the success of the seal fishery, and an extra one to the success of the trip of the *Lively* cutter, whose white sails were still visible upon the horizon of the deep blue sea, and appeared as a speck of silver amidst the dark clouds around her. A cheer, another, and one cheer more, for the completion of our work: three or four southwesters were thrown simultaneously into the air, and one cheer more was given for our noble selves! We then all started off to reconnoitre the condition of the island as to the number of seals upon the coast. Ascending the acclivities towards the craggy side of the island and looking over the rocks on to the beach, we discovered, to our great satisfaction, many fine herds of seals lying in different directions upon the shore beneath. We had visited this island before and had taken seals upon it, and were, therefore, aware of the nature of the shore, which could not be reached from the inclined ground without the assistance of a rope, as the precipitous rocks ran some way into the sea, leaving between their outlying extremities a bay, and along the base of the concave face of the rock was a beach, about seventy or eighty yards in length, to which the seals resorted. When we were ready to proceed upon

our first march, each of our party took his knives, steel, and seal club: we also carried the anchor and cable of the whale boat, and onward we marched, amusing ourselves by various surmises as to the number of seals we were likely to secure before our return.

How soon is the human mind satisfied, and what a slight improvement in circumstances will make us happy if we be so inclined! Previous to our discovery upon the island we had looked upon our case as hopeless, thinking it probable we might be obliged to spend the remainder of our existence there; now we were impressed with a confidential feeling that the remainder of the crew, like ourselves, waited only for a prosperous termination to our sealing excursions, and then all would be on the passage to England once more.

Though we had seen the last appearance of the *Lively* cutter as she passed over the horizon, looking as a pearl upon the ocean, a peculiar degree of satisfaction was experienced at the idea that she was gone to try her fortune, and ere long would return to unite her captures with our own. We could not avoid contrasting our present thoughts with what we might have felt had we seen the departure of the *Royal Sovereign* as she left the island some years past. Her crew knew not in what condition they left us—whether alive or dead, none on board could tell—and our party were equally uncertain about them. Could we have seen her, our hearts would have almost sunk, for not a ray of hope could have shed itself around us. The sun had gone down on the *Lively* cutter, and we had lost sight of her for a time we knew; yet, before the earth had made many revolutions, she would be with us again. As our minds rambled over these thoughts, we approached the scene of our operations.

The animals sought by us were constantly upon the watch: it was, therefore, necessary to exercise judgment as to the best method of approaching them: therefore, with the greatest care, we elevated our heads above the rocks to observe their position. We found them herding together in one spot about the centre of the beach, and agreed the better plan was to lower ourselves from a part of the rock which receded from the view of the seals, having a slight projection between them and us, under cover of which we could descend to the beach. We then fixed our anchor into a crevice of the rock at a little distance from the edge; and, throwing the free end of the cable over the precipice, we descended one after another with the seal clubs carefully attached to our wrists by the "becket."

We then held a "council of war," in which it was agreed that all should keep as close to the rocks as possible, walking one after another, and to stoop and render ourselves as inconspicuous as we could, and thus get as close to the seals as it was practicable before we were discovered; and, as soon as we were seen by them, to rush towards the water's edge and attack and intercept as many as the time and circumstances would admit of. From our position we advanced as cautiously as experienced sealers could do, each keeping in the others track, and as we went on observed many of them asleep upon the shore; but upon our gradual approach some of them got sight of us, and lifting up their heads and directing their gaze upon us showed appearances of uneasiness and began to move towards the water's edge.

This was the signal of attack to us all, and we hastened our steps, club in hand, towards the margin of the shore, intercepting the escape of any in our way by a well-aimed blow of our weapons. In this manner we

stopped many: some we surprised in their sleep: others were attacked by our clubs as they attempted to escape towards the water; whilst each man with the knife followed the one with the club and completed the work of destruction.

We thus succeeded in capturing many, and when the herd had left their dead companions upon the shore the process of flencing began. We removed the skins one by one from the seals, leaving the fat or blubber, which was several inches in thickness, with the remainder of the body, to be devoured by the birds.

After returning to our residence and taking some refreshment, we prepared a barrier against the wind which was blowing a cold and chilling blast: this we did by placing our lugsail across the hull of the boat as it lied inverted upon the shore, supporting the end of the yard upon three oars with their blades tied together and their looms (the hand end) placed upon the ground and to windward of the entrance, by which means we rendered our dwelling much more snug and comfortable. Taking advantage of this shelter, we made the fire for cooking our provisions under the lea of the sail, hanging the kettle beneath the oars.

The sketch at page 113 represents the appearance of our boat converted into a hut or dwelling-place, having the ends and front secured and filled up with turf, with the walls of turf at the entrance, and the lugsail supported upon the top of the boat and upon the three oars in front.

Upon the return of Captain Distant from the Crozets, we were ordered to prepare for leaving the Island of Desolation for our homeward-bound passage. Accordingly we made all necessary preparations, and on the 25th of March, 1829, both the *Sprightly* schooner and *Lively* cutter weighed anchor and left the island, pro-

ceeding in a north-westerly direction, as it was intended to touch upon the coast of Africa, which we supposed was about 2,095 miles from us. One day, while lying too in a gale of wind, we fell in with a shoal of dolphins (Coryphœna), which appeared to be enjoying themselves and exhibiting their usual sprightly and agile movements, and were continually leaping out of the water ("breaching," as the sailors call it): several were caught by the grainge—(an instrument with four or five barbed prongs)—and taken on board, and whilst they lied upon the deck we all had an opportunity of witnessing the peculiar change of colour which these fish undergo as life gradually ebbs away. Upon approaching the east shore of Africa we passed and spoke with a free-trader, bound to India, and learned from her that the ship which sailed from England in company with her had been driven on shore in a gale of wind, and that she had taken the crew on board. We afterwards observed the vessel on shore, with her sails lowered (in the bunt), and a number of natives on her deck who had taken possession of her. We continued our course towards the Cape of Good Hope, and on the next day spoke with another vessel, a brig, called the *Lady Loraine*.

Upon arriving at the Cape we entered Table Bay to obtain water and provisions, and here we went through an examination respecting our being cast away upon Desolation. Much interest was caused upon the event being known: many persons came to have a little conversation with us about our sojourn upon the Island. We were treated very handsomely by many, from whom we received articles of wearing apparel and other useful things. A collection was also made for us amongst the crews of the vessels in the bay. Here we also sold the skins of the king penguin's necks, and the pouches or purses made of the feet of albatrosses and seals.

We remained four days at the Cape, and then weighed anchor and proceeded along the west coast of Africa. We first landed on an island in Elizabeth Straits, where we found an immense number of dead seals, which had probably been killed and stranded in a storm. We landed for the purpose of taking seals to add to our present cargo; but could not find any living ones upon the shore, although the dead were scattered about in all directions. As the shore was forsaken by living seals, we rowed off and went on board again. Next day we pulled up to some islands to windward of us and landed our three boats, and by the united efforts of our men (eighteen in number) a great many seals were secured.

In one of our expeditions upon these islands, James Stilliman, whilst passing a projecting mass of rock, was suddenly surprised and attacked by a large seal which was lying behind it: the creature rushed towards him, and, making a spring, seized him by the shoulder and wounded him severely. Our party was close by and observed what had taken place, and, as soon as the animal left his hold, we clubbed and pierced it. The Captain took charge of Stilliman and conveyed him to the schooner, where he dressed his wounds and obliged him to remain on board during the continuance of the vessel in this place. One day, whilst we were engaged in capturing seals upon these shores, our boats were hauled upon the beach as usual, our attention having been diverted from them for a short time whilst the tide was rising: suddenly the rollers or surf set in upon them, overset, filled, and carried them amongst the breakers. Upon our discovering this we were much afraid we should not be able to recover them, as we knew it was extremely unsafe to venture amongst the breakers in consequence of the sharks which often made

their appearance in such situations; but a native of one of the Cape de Verde Islands, drawing his ripping knife to defend himself from the sharks, rushed into the surf and secured the boats by bringing the "painters" on shore, by which we hauled them, one after another, upon the beach above the reach of the tide. In the seal fishery in warm climates we use a heavier kind or double-handed club, as the seals are larger and more fierce than those of cold regions. In the course of the several visits made to the shores of these islands we captured about four hundred seals.

After securing what we conveniently could we went on board the schooner, weighed anchor, and proceeded to Angra, Pequena Bay, where we lied three days, and thence to Bird Island, further up the coast. On our passage, an American schooner came up and ran alongside in a fog: she put a boat off and the crew attempted to board us, but we were too strong for them and would only permit the captain to come on deck: we stood by our bulwarks and kept off the men with our sealing implements. We had previously obtained an account of the vessel, and learned that she was cruizing about under pretence of being upon the sealing trade, and when an opportunity offered was pirating upon the seas. She brought up to leeward of Bird Island, and we stood "off and on" during the night and until dawn, keeping a good look out lest she might be inclined to surprise us. In the morning she hoisted sail and went off to the southward. We cruised about the island during the next day, waiting an opportunity to land, but could not in consequence of the surf which beat violently on shore. Numbers of seals were distinctly seen upon the island, and we were desirous to obtain some of them; but, as the sea continued in the same state, we left the place and bore up for St. Helena, which we reached in about eight

days; remained two or three days there, and then weighed again for England. We observed nothing particular until we passed the Canary Islands, when we came up with and ran through a shoal of turtles. These creatures, when not engaged in taking food, may frequently be seen floating on the surface of the sea, occasionally at considerable distances from the land, without the slightest motion and apparently asleep: at times they may be easily approached and taken. They annually resort to the shores of various islands in tropical seas for the deposition of their eggs, which they bury in the sand leaving them to be hatched by the heat of the sun. We did not attempt to take any of these as the boats were lashed bottom upwards upon our decks, and much time would be required to unlash and lower them into the sea. On the same day we ran through the "wreckage" of an Indiaman, and passed her long-boat bottom upwards: it was apparently new and fresh varnished.

Upon arriving in the English channel we came up with a brigantine American, sixteen days from St. John's, bound to Hamburgh. We scudded up channel under close-reefed topsails, until we came into the Downs, when we anchored and took in a pilot for the Thames. The cutter, in coming up and in close reefing the mainsail, shipped a sea which washed two men overboard: one was drowned—the other was saved by being caught by the collar and taken on board.

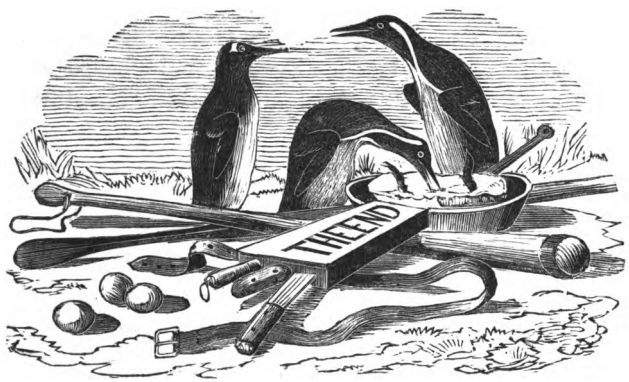
We arrived in the Downs at night, brought our vessel to an anchor, and took a pilot on board, and a supply of water and provisions was brought from shore. On the following morning at daybreak we weighed anchor, and proceeded up Queen's Channel as far as the tide would permit; and then, as the wind was against us, we dropped anchor until the return of the following tide, when we

weighed again with a more favourable wind, which enabled us to enter the mouth of the Thames and we brought up at the Nore. Next tide we got under way again and proceeded up the Thames as far as Purfleet, and succeeded in getting into the London Dock Basin during the following tide. From this place I wrote to inform my father of my safe arrival in England.

A few days after this I returned to Harwich to visit my friends; and then I learnt from my father that some months after the *Royal Sovereign* returned to England he heard that Mr. Distant, who was third mate on board that ship, had received the command of a schooner bound to Desolation in company with a cutter upon a sealing voyage, *and with the intention of searching the coast for the party who had been left there :* and, although he had experienced much anxiety respecting me, still he and many of my Harwich friends, who heard I had served on board the *Favorite,* believed that I would conduct her safely into a port from their confidence in my knowledge of the management of such a vessel, and that our party would be found alive and in safety upon some part of Desolation.

After returning to this country from Desolation, I shipped in the *Jane,* one of the extra packets which conveyed the Swedish mails to Gottenburgh. During the time I was so employed we put into a port in Norway and landed the mails which were to proceed overland to Gottenburgh, as we could not reach that place by water, in consequence of the "Sleeve" to the north of Denmark being filled with ice. Whilst engaged in this service, I unfortunately lost part of my right hand in the harbour of Salo by the discharge of a gun, the contents of which passed through it and carried away the two middle fingers. After this accident I was obliged to remain on shore seven weeks under the care

of a medical man, at the expiration of which time I returned to Harwich in a fishing smack belonging to that port; since which I was employed during nine years in a licensed pilot boat (called the *Betsy*), belonging to Harwich, and stationed at the entrance or confluence of the Orwell and Stour rivers. I became entitled to a Trinity license from my having been thus employed over seven years; but, in consequence of my disabled hand, some objections were taken when an application was made to obtain it for me.



W. E. Painter, 342, Strand, London, Printer.

LIST OF SUBSCRIBERS.

	COPIES.
Ansted, Professor D. T., Richmond	1
Alexander, R. D., Esq., Ipswich	5
Armstrong, William, Esq., Newcastle	2
Anger, Mrs., Ipswich	1
Alefounder, R. T., Esq., Ipswich	1
Ablett, Edward, Esq., Ipswich	1
Argles, H., Esq., Maidstone	1

B.

Bolton, Lady, Burnham	1
Balfour, Professor J. H., Edinburgh	1
Ball, Robert, Esq., Dublin	1
Bingham, Capt., R.N., Burnham	1
Bolton, Lieut. C., R.N., Ipswich	1
Bolton, Miss H., Ipswich	1
Bolton, Miss Susanna, Burnham	1
Bolton, Rev. Edward, Bramford	1
Bolton, Lieut. A., R.N., Brancaster	1
Bacon, Edward, Esq., Ipswich	1
Bowerbank, J. S., Esq., Highbury Grove	1
Baird, A. W., M.D., Ipswich	1
Bullen, George, Esq., Surgeon, Ipswich	1
Buck, Rev. H. H., Bideford	1
Brown, John, Esq., Stanway	1

	COPIES.
Brown, W., Esq., North Shields	1
Belk, Thomas, Esq., Hartlepool	1
Braithwaite, Mrs., Bideford	1
Browne, Mrs., Holsworthy	1
Burton, Charles, Esq., Ipswich	1
Burton, T. M., Esq., Ipswich	1
Billiter, Miss, Ipswich	1
Bayley, George, Esq., 2, Cowper'-court, London	1
Barker, Mr. 35, Howland-street, Tottenham-court-road	1
Bird, John, Esq., Harwich	1
Broom, James, Esq., Harwich	1
Butcher, W., Esq., Harwich	1
Bull, Rev. S. L., Harwich	1
Barrett, Thomas, Esq., Harwich	1
Bickmore, Miss Frances, Harwich	1
Button, Mrs., Ipswich	1
Brown, Miss, Ipswich	1

C.

Cobbold, John C., Esq., M.P., Ipswich	1
Cobbold, Rev. Richard, Wartham	2
Cobbold, A. T., Esq., Ipswich	1
Christison, Professor R., M.D., Edinburgh	1
Campbell, W. F., Esq., Birkfield Lodge	1
Carter, Mrs., Ipswich	1
Catt, B. B., Esq., Ipswich	1
Clarke, Mrs. W. B., Senior, Ipswich	2
Clarke, Mrs. W. B., Junior, Ipswich	2
Clarke, W. B., M.D., Ipswich	1
Clarke, Edward, M.D., Ipswich	1
Clarke, Mrs. F., London	1
Clarke, Henry, Esq., North Shields	1
Clarke, Henry, Esq., Ipswich	1
Clarke, Samuel, Esq., Harwich	1
Clarke, John, Esq., Harwich	1
Coe, G. K., Esq., Ipswich	1

	COPIES.
Collins, Mr., Ipswich	1
Conder, Mrs. T., senior, Ipswich	1
Conder, Mr. T., junior, Ipswich	1
Cowell, Samuel, Esq., Ipswich	2
Cowell, Mrs. G. K., Ipswich	1
Corder, Mrs., Berners-street, Ipswich	1
Cole, Arthur T., Ipswich	1
Cottingham, Lewis, Esq., Harwich	1
Clamp, R. B., Ipswich	1
Chapple, Mrs., Appledore	1
Churchman, Alfred, Harwich	1
Colchester, William, Esq., Harwich	1
Chapman, Mrs. E., Worcester	1
Charlesworth, S., Esq., Devereux Chambers, Middle Temple	1

D.

Dammant, —, Esq., Surgeon, Fakenham	1
Darken, Horace, Esq., Harwich	1
Daniel, Woodruffe, Esq., Ipswich	1
Davison, Robert, Esq., 45, Lower Shadwell	1
Durrant, Dr., Ipswich	1
Durrant, James, Esq., Harwich	1
Doidge, Mrs. S. C., Bideford	1
Dowland, Edward, Esq., Mansfield	1

E.

Edmunstone, Sir Archibald	1
Edmunstone, Lady	1
Elliston, William, Esq., Ipswich	1
Edden, Edwin, Esq., Upper Thames-street	1
Edgar, Rev. M. G., Red House	1
Ethersay, Capt., E.I.C.S., Ipswich	1
Ensor, J. L., Ipswich	1

COPIES.

F.

Fonnerau, W. C., Esq., Christchurch 1
Fergusson, Professor W., 16, George-street, Hanover-sq. 1
Francis, J. O., Esq., Ipswich 1
Fryer, J. H., Esq., Whitley 1
Foster, Robert, Ipswich 1
Fleury, Mr. C., Ipswich 1
Fuller, Frederick, Aldburgh 1
Freshfield, P., Esq., Harwich 1
Firmin, Miss, Manningtree 1
Fairs, W. Bransby, Ipswich 1

G.

Gould, John, Esq., F.Z.S., &c. 1
Grey, J. E., Esq., British Museum 1
Gonway, T. S., Esq., Ipswich 1
Gower, Foot, Esq., Ipswich 1
Garrett, G., Esq., Ipswich 1
Garwood, Thomas, Esq., Solicitor, Wells . . . 1
Goddard, E., Mr., Ipswich 1
Gross, Miss, Ipswich 1
Groom, Capt. W., Harwich 1
Gregson, D. S., Esq., Harwich 1
Griffiths, M., Esq., Bideford 1
Grimwade, Edward, Ipswich 1
Glyde, Mr. John, Ipswich 1
George, Thomas, Harwich 1

H.

Henslow, Rev. Professor, Hitcham 4
Henslow, Mrs., 44, Queen-square, Bloomsbury . . 4
Head, Jeremiah, Esq., Ipswich 2
Head, John, Esq., Ipswich 1
Haines, Capt. W., R.N., Bildistone 1

	COPIES.
Huskins, John, Esq., Cuckney	1
Hammond, Charles, Esq., Ipswich	1
Harvie, H. A., Bideford	1
Hales, F. R., Harwich	1
Hales, Richard, Harwich	1
Harmer, J., Esq., Ipswich	1
Heather, Mrs., Walton-on-the-Naze	1
Howell, Thomas, Esq., Walton-on-the-Naze	1
Howell, Thomas, Harwich	1
Howell, L., Harwich	1
How, Mr. D., Harwich	1
Hitchcock, Miss, Manningtree	2

I.

Ingall, Henry, Esq., Glengall Grove, London	1

J.

Jardine, Sir William, Bart., Jardine Hall	1
Jennings, R. W., Esq., 18, Bennett's-hill	4
Jennings, Mrs., Connisborough	2
Josselyn, George, Esq., Ipswich	1
Jackaman, S., Esq., Ipswich	1
Johnson, Mathew, Esq., Harwich	1
Johnson, Frederick, Esq., Ipswich	1
Johnston, Dr., Berwick-on-Tweed	1

K.

Kirby, Rev. William, Barham	1

L.

Leicester, Right Hon. Earl of	2
Lancey, Dr., Harwich	1
Lambert, Alfred, Esq., Ipswich	1

	COPIES.
Lewis, Robert, Esq., Harwich	1
Library, Subscription, Nottingham	1
Lillingstone, Charles, Esq., Chauntry, Ipswich	1
Leverett, H. F., Esq., Ipswich	1

M.

Middleton, Sir W. F. F., Bart.	1
May, Charles, Esq., Ipswich	1
Mills, John, Harwich	1
Mainnistre, Mr., Ipswich	1
Marryatt, F., Esq., Warham	1
Mechanics' Institution, Manningtree	1
Mason, George, Ipswich	1

N.

Nalborough, Robert, Harwich	1

O.

Owen, Professor, Royal College of Surgeons, London	1

P.

Patterson, Robert, Esq., Belfast	1
Pearson, Lady, London	2
Pearson, Mrs., Burnham	1
Painter, W. E. Esq., London	1
Power, J. J., Esq., London	1
Pagler, Rev. C., Ipswich	1
Padden, Miss, Bideford	1
Pain, Mr. J., Harwich	1

R.

Ramm, James, Esq., Ipswich	1

	COPIES.
Rendlesham, Right Hon., Lord, M.P.	1
Rodwell, William, Esq., Ipswich	1
Roddam, Mrs., Ipswich	4
Ramsay, Lieut., Alexander, R.M., Chatham	1
Ramsay, Lieut., J. D., R.N., Aldburgh	1
Ransome, George, Esq., F.L.S., Ipswich	4
Ransome, Edwin, Esq., Ipswich	1
Ransome John, Esq., Ipswich	1
Robinson, Mrs., Burnham	1
Rayson, John, Esq., Harwich	1
Richardson, Mrs., North Shields	1
Rowney, G., Esq., London	1
Rumsey, Miss, Dedham	1
Ross, T. B., Esq., Ipswich	1
Rabbett, C. Edward, Esq., Ipswich	1

S.

Sampson, G. G., Esq., Ipswich	1
Sperham, James, Esq., Blakney	1
Sawyer, C., Esq., Claydon	1
Saxby, Captain, R.N., Harwich	1
Saxby, Miss, Harwich	1
Salmon, Francis, Esq., Harwich	1
Simms, W. Dillwyn, Esq., Ipswich	1
Sizer, J., Esq., Manningtree	1
Smith, Edward, Ipswich	1
Smith, J. P. G., Esq., Liverpool	1
Smith, Mrs., Snowfield	1
Smith, Miss, Snowfield	1
Smith, Daniel, Esq., Easton	1
Spence, W., Esq., Seymour-street, London	2
Straker, Mrs., South Preston, North Shields	3
Straker, John, Esq., South Preston, North Shields	1
Stephens, Frances, Harwich	1
Stephens, John, Esq., R.N., Harwich	1

COPIES.

T.

Turner, Major, Ipswich 1
Tulloch, Mrs., London 1
Thompson, John, Esq., Wells 1
Thompson, W., Esq., Manningtree 1
Tragellis, Mr. Nathaniel, Ipswich 1
Taylor, Miss, R., Ipswich 1
Tonge, Mr., T. G., Ipswich 1
Townsend, Mr. Charles, Ipswich 1
Thompson, Mrs., Bideford 1

V.

Van Voorst, J., Esq., Paternoster-row 1

W.

Waights, C., Esq., Harwich 1
Waights, G. B., Esq., Harwich 1
Watts, John, Esq., Harwich 1
Watts, Thomas, Esq., Frampton 1
Wallis, Abraham, Ipswich 1
Webb, Mr., Joseph, Harwich 1
Wells, John, Harwich 1
Welfitt, S. W., Esq , Langwith, Notts 1
Woods, Albert, Esq., London 1
Woods, Searles, Esq., London 1
Worby, William, Ipswich 1
Wiggin, Mr., Ipswich 1

Y.

Yarrell, William, Esq., 6, Ryder-street, St. James's . 1
Young, Mrs., Wells 1

WILLIAM EDWARD PAINTER,

Printer, Publisher, Engraver, Bookbinder, &c.

"CHURCH AND STATE GAZETTE" OFFICE,

342, STRAND, LONDON.

SPECIMEN OF PICA TYPE.

MR. PAINTER, in acknowledging the Patronage he has received from the Clergy and others, assures them that he will spare neither labour nor expence in conducting his business to the satisfaction of those who may favour him with their commands in PRINTING and PUBLISHING.

SPECIMEN OF SMALL PICA TYPE.

W. E. PAINTER is constantly increasing his Stock with the Newest FOUNTS of TYPE from the first Foundries; and, aided by Machinery, he undertakes Printing, in all its branches, to any extent, and upon terms as eligible as any other House.

SPECIMEN OF LONG PRIMER TYPE.

W. E. PAINTER respectfully offers his services to Authors and others desirous of Publishing, and will forward Estimates for Printing, Engraving, Lithography, Binding, Publishing, Advertising, &c.

SPECIMEN OF BOURGEOIS TYPE.

W. E. PAINTER, *to assist Authors, has prepared a* SPECIMEN SHEET OF SIZES OF TYPES, *together with a Scale of Prices per sheet 8vo., 12mo., 18mo., &c.; so that by fixing the size of the type, and estimating the number of pages in the intended volume, the number of sheets required will be ascertained, and the probable expense of Printing and Paper.* [TO BE HAD GRATIS.] *Further particulars furnished on application.*

SPECIMEN OF BREVIER TYPE.

W. E. PAINTER announces to CLERICAL AND LAY AUTHORS, that he undertakes to Print and Publish VOLUMES, SERMONS, &c., on condition of the parties taking not less than two hundred and fifty copies and upwards, at Trade price, for cash on delivery; W. E. P. incurring all risk, gratis copies, advertising &c.

Cost of Printing 500 *Copies per Sheet, Demy, including good Paper.*
CASH ON DELIVERY.

Size of Type.	16 pages 8vo.	24 pages 12mo.	36 pages 18mo.	64 pages 32mo.
Pica	£4 0 0	£4 4 0	£4 10 0	£4 18 0
Small Pica ...	4 4 0	4 10 0	4 17 0	5 5 0
Long Primer..	4 10 0	4 16 0	5 5 0	5 15 0
Bourgeois.....	4 16 0	5 5 0	5 12 0	6 0 0
Brevier.....	5 5 0	5 12 0	6 0 0	6 16 6

☞ Notes and Extracts in smaller type will be extra, according to quantity.

Painter's Specimens of Types and Prices for Authors sent Gratis.

Painter's Specimens of Types and Prices for Authors sent Gratis.

MR. PAINTER respectfully announces that—in consequence of the New Postal Arrangements, issued by the Postmaster-General, "that Books, Magazines, Reviews, and Pamphlets, may be transmitted, through the Post-office, to all parts of the United Kingdom, at the rate of Sixpence per pound"—all Books published by him will be forwarded, by return of post, *direct from his Office, 342, Strand, London, FREE OF ANY CHARGE, to applications accompanied by Post-office Orders, payable to him, at the Post-office, 230, Strand, for the published price of the Books required.*

Divinity.

Remarks on the Marginal Notes

and References in the Authorised Version of the Holy Scriptures. By the Rev. ALLDERSEY DICKEN, D.D., Rector of Norton, Suffolk. 2s. 6d.

A Brief Sketch of Human Nature

in Innocency. By the Rev. W. GURDEN MOORE, M.A., Vicar of Aslackby, Lincolnshire. Small 8vo. 2s. 6d.

The First and Last Covenant; or,

Man's Obligation to his Creator, as bound by special agreement. A Handbook of clear, concise, and sound knowledge upon religion, and the contents of the Bible. Adapted for old or young, or for School classes. Foolscap 8vo., 4s.

The Discipline and Government of

the CHURCH of ENGLAND, and the Disadvantage at which the Church is placed, as compared with Dissent, by her existing connexion with the State. A Letter addressed to the Right Hon. Lord JOHN RUSSELL, M.P. By K. M. PUGHE, B.A., Clerk. 8vo., 1s.

Dedicated, by permission, to the Right Hon. W. E. Gladstone, M.P.

Discipline of the Anglican Church.

As Exhibited in the Writings of the Anglican Fathers. One Vol. demy 8vo., price 9s. cloth. Also,

Dedicated, by permission, to the Rev. Dr. Whittaker, of Blackburn.

Doctrine of the Anglican Church.

As Exhibited in the Writings of the Anglican Fathers. One Vol. demy 8vo., price 9s. cloth. Also,

Dedicated, by permission, to Lord John Manners, M.P.

Practice of the Anglican Church.

As Exhibited in the Writings of the Anglican Fathers. One Vol. demy 8vo., price 9s. cloth.

The Church of England Vindicated

upon SCRIPTURE PRINCIPLES SOLELY in her practice of INFANT BAPTISM; also in her use of the expression "REGENERATE" in her Baptismal Service. By the Rev. RICHARD GRAVES, A.M., Vicar of Balinamara, and Surrogate of the Diocese of Ossory. Small octavo, cloth, 2s. 6d.

The above Books, on receipt of a post office order, sent free at the prices affixed.

Painter's Specimens of Types and Prices for Authors sent Gratis.

Divinity.

The Tracts of the Anglican Fathers.

—These Tracts were undertaken in order to show those who reverted to Antiquity that our Church was in accordance with the purest period of that antiquity, and to prove to those who despised that antiquity that they could not despise it without at the same time despising the Church of which they professed to be members.

SECOND EDITION, Four Volumes (sold separately), embossed cloth, 9s. each, or in single Parts 1s. 4d. each.

Nelson's Companion for the Festi-

vals and Fasts of the CHURCH of ENGLAND; with Collects and Prayers for Each Solemnity. Abridged, and rendered as a Narrative, by JOHN POYNDER, Esq., from the Original, in the Dialogue Form, of Robert Nelson (both Lay Members of the Society for Promoting Christian Knowledge). One thick vol. 12mo., cloth, 7s.

This is an abbreviated edition of Nelson's well-known "Fasts and Festivals of the Church of England," by John Poynder, Esq., avoiding the catechetical form observed by that excellent writer, and discarding the obsolete and antiquated terms so long disused. This is, however, the least recommendation of the new edition. The old edition, however often reprinted, has been more or less deficient in clear and scriptural statements of sacred truth, and more adapted to the legal theology of the past age. It has been the object of the present Editor to retain and illustrate all that was sound and valuable; and to elucidate whatever was obscure, and to correct whatever was erroneous.

SECOND SERIES.

In one thick 8vo. volume (corresponding with the First Series), price 20s.,

Poynder's Literary Extracts from

English and other Works; collected during Half a Century: together with Original Matter. Alphabetically Arranged by JOHN POYNDER, Esq.

It was the Compiler's original intention to have published Two Volumes of this Work, as A SECOND SERIES, uniform with the First Series, and he had so announced it; but his publisher, in estimating the materials furnished, found there was not sufficient matter for Two Volumes, and suggested the propriety of printing this Series in ONE VOLUME, compressing the type, so that each page may contain about one-third more matter than given in the First Series; and adding an appendix—the price of the Volume being One Pound. This suggestion has been adopted, and the Editor trusts it will be generally approved of.

The object of this collection is to bring before the public—

1. Extracts of a sound and striking character from the best writers, in prose and verse, in favour of Divine Truth, at a period when repeated inroads on the British Constitution have invited the renewed attacks of its ancient foes—when new assailants, of similar sentiments, are found in a large portion of the national clergy—and when open infidelity, under various modifications, prepares to profit by the opportunity thus afforded.

2. Extracts from the classical writers of antiquity, to whose merit successive ages have borne testimony, as favouring the interests of morality and fixing the principles of taste.

3. Extracts from works of a more light and humorous cast, which, by being interspersed with selections of a graver character, may relieve the attention and amuse the mind, especially of the younger class of readers.

4. Original matter, consisting of prose and verse, now first submitted to the public, the result of the compiler's personal experience and of his intercourse with others.

Also, POYNDER'S LITERARY EXTRACTS, FIRST SERIES, Two Vols. 8vo., cloth 30s. (only a few copies remaining).

The above Books, on receipt of a post office order, sent free at the prices affixed.

Painter's Specimens of Types and Prices for Authors sent Gratis.

History.

The Elements of the British Constitution

: intended to meet the Present Crisis, and to exhibit in their due relation the Legislative, Judicial, Ecclesiastical, Executive, Kingly, and Checking Powers of the State; with the Grounds on which the Constitution is founded. By the Rev. J. DUFF SCHOMBERG, of Corpus Christi College, Cambridge; Vicar of Polesworth, Warwickshire; Author of "The Theocratic Philosophy of English History," &c. &c. A New Edition, corrected, and double the size of the former Edition. In demy 12mo. cloth, 5s.—*This book has been adopted at King's College, London.*

The Moral Phenomena of Germany.

By THOMAS CARLYLE, Esq., of the Scottish Bar. 18mo. cloth, 4s.

CONTENTS.—Introduction—Government—Nobility—Society—The Learned—The Church—Conclusion.

The History of the Reformation in

SWITZERLAND. By ABRAHAM RUCHAT, Minister of the Gospel, and Professor of the Belles Lettres in the Academy of Lausanne. The First Four Volumes, to the year 1537. Abridged by the Rev. J. COLLINSON, M.A., Rector of Boldon, and Honorary Canon of Durham Cathedral. From the Edition of M. L. Vulliemin, in Seven Volumes, at Nyon, Switzerland, A.D. 1838. In one vol., demy 12mo. cloth, price 7s.

Questions on Church History, from

the earliest period to the present century. Addressed particularly to Young Persons. By EMMA M. KING. Demy 18mo. Second Editon, 2s. 6d.

The Druid's Talisman: a Legend of

the Peak: with other Poems. By the late Rev. JOHN MARSHALL, A.B., Curate of Long Whatton, Leicestershire. In one vol. 8vo. cloth, price 10s.

The History of England, in Amusing

Conversations between a Mother and her Daughter. By ANNE WOOTON. 12mo., price 4s. With a fine Engraving of her Majesty the Queen.

Life in Athens, in the Time of

PERICLES; illustrative of Ancient and Modern Democracy. From the German of J. H. Van Wessenberg. In small 8vo. cloth, price 6s. 6d.

Life of James Arnold, the Chartist.

18mo., 1s. 6d. paper; cloth 2s.

The Authority of the Services for the

Fifth of November—the Thirtieth of January—the Twenty-ninth of May—the Accession of the Sovereign, considered. By the Rev. THOMAS LATHBURY, M.A. Demy 8vo., in a neat wrapper, price 1s.

Parliamentary Errors · being a Short

Series of Letters addressed to the Editor of the *Church and State Gazette*. By the late JOHN POYNDER, Esq. 6d.

The above Books sent post free on receipt of a post office order for price affixed.

Painter's Specimens of Types and Prices for Authors sent Gratis.

Prophecy.

NEW WORKS BY REV. JOHN HOOPER,
RECTOR OF ALBURY, SURREY.

Catholic Doctrine; or, a Word in SEASON. A New and considerably Enlarged Edition. Demy 8vo. cloth, 12s

By the same Author,

ΑΠΟΚΑΛΥΨΙΣ; or, the Revelation of Jesus CHRIST; Minutely Interpreted, and Considered in Relation to the Church's Expectation of the Nearness of the Lord's Appearing and Kingdom. Also, An INTERPRETATION of the WHOLE BOOK of DANIEL, showing its Connexion and Analogy with the REVELATION of ST. JOHN. A NEW EDITION. Demy 8vo., cloth, 10s.

The Ecclesia; or, the Called according to Christ Jesus. Also a DISSERTATION on the TIMES and SEASONS. 12mo. cloth, 3s. 6d.

Η ΒΑΣΙΛΕΙΑ; or, the Kingdom of God in its PRESENT STATE and FUTURE MANIFESTATION. Demy 8vo. 1s. 4d.

The Translation; or, the Changing of the LIVING SAINTS, and their Deliverance from the Judgments which are Coming on the Earth. In demy 8vo., price 2s. 6d.; or bound in cloth with the "Kingdom," 3s. 6d.

The Advent; or, the Revelation, Appearing, and Coming of the Lord. 12mo., price 2d., or 12s. per hundred. Post free 4d.

Girdlestone's Notes on the Apoca-lypse. An Enquiry into the MYSTERY of the SEVEN STARS and SEVEN LAMP BRANCHES of the APOCALYPSE: whether the Seven Epistles to the Seven Angels have a Prophetic Sense, and whether the Sites of the Seven Churches have a Symbolic Signification: Illustrative, the one of the Chronology, the other of the Geography, of the Apocalypse. By HENRY GIRDLESTONE, B.A., Rector of Landford, Wilts. Demy 8vo., 2s. 6d.

Six Letters on Dr. Todd's Dis-courses on the Prophecies Relating to Antichrist in the Apocalypse. By E. B. DENISON, M.A. Demy 12mo., cloth, price 3s. 6d.

Dedicated, by permission, to the Duke of Newcastle, K.G., &c.

The Downfall of Popery is Founded on PROPHECY: a Sermon for the People of Great Britain. By A CLERGYMAN of the ESTABLISHED CHURCH. In 8vo., price 1s.

The Mystery of God's Dealing with the JEWS. By A. C. BARCLAY, Esq. In 18mo. cloth, price 2s.

By the same Author,

The Four Dispensations. Demy 12mo., price Fourpence. Post free Sixpence.

The above Books sent post free on receipt of a post office orders for price affixed

Painter's Specimens of Types and Prices for Authors sent Gratis.

Prophecy.

Complete in Three Volumes octavo cloth, 12s. each; also in Fifteen Parts, 2s. 6d. each,

THE RETROSPECT.

The attention of the whole Catholic Body of the Baptised is earnestly directed to the fact that the calamitous year 1847 was predicted in THE RETROSPECT as far back as 1845, when the First Number of that publication issued from the press. The work consists of a connected Series of Interpretations from various parts of the Scripture Prophecies, all tending to prove that the awful judgments of the present year are the immediate precursors of the Coming of the Lord Jesus Christ.

"THE RETROSPECT" contains an Enquiry into the Fulfilment of Prophecy during the last Twenty Years, and also how far the Church is thereby furnished with any good grounds for expecting the instant Coming of the Lord: being most earnestly addressed to every baptized man in Christendom, of every grade, class, and denomination, but most especially to those who are expecting the immediate appearing of their Lord. The argument of the Work will consist in the endeavour to prove that the Seventh and Last Vial of Wrath commences at the expiration of the celebrated prophecy of Daniel of the 2,300 years, when the Lord Himself appears; and that, as the 490 years (or 70 weeks) of that prophecy contained the prediction of the time of Christ's coming in humility, the 2,300 years mark the period of His coming in glory; and that the former prophecy of 490 years was given to Daniel, and to the Church through him, as the pledge and assurance of the latter, *for the vision is one.*

The work also contains a description of the condition of the Church after the translation of the Saints and during the pouring out of the Seventh and Last Vial, from A.D. 1847 to A.D. 1867. Also an endeavour to pourtray, from Scripture, the rise, growth, and final destruction of the last mystery of iniquity—the triple confederacy of the Dragon, the Infidel Antichrist, and the False Prophet, who, combined, shall succeed in deceiving the nations of Christendom. And, moreover, to submit to the consideration of the Church, that neither of the two parties who advocate the two extremes of the year-day and the literal-day system are sound apart and isolated from each other, but that both are true, if combined and taken together as one and indivisible truth. There is no interpretation like the interpretation of the truth itself; and surely the time is now come when the vision speaks too "plainly" to be misunderstood; so that "wayfaring men, though fools, shall not err therein."

Faber's Sacred Calendar of Prophecy:

or, A DISSERTATION on the PROPHECIES, which treat of the Grand Period of Seven Times, and especially of its Second Moiety, or the Latter Three Times and a Half. By GEORGE STANLEY FABER, B.D., Master of Sherburn Hospital and Prebendary of Salisbury. Three vols., demy 12mo. price 24s.

A NEW EDITION, REVISED, CORRECTED, AND ENLARGED.

CONTENTS OF VOL. I.—Book I. Preliminary Matter. Book II. Preliminary Arrangement of the Prophecies which respect to the Great Period of the Seven Times.

CONTENTS OF VOL. II.—Book III. An Exposition of the Four Prophecies recorded by Daniel, which relate to the Period of Seven Times. Book IV. An Exposition of the First Portion of the Sealed or Larger Book of the Apocalypse.

CONTENTS OF VOL. III.—Book V. An Exposition of the Little or Open Book of the Apocalypse. Book VI. An Exposition of the Second Portion of the Sealed or Larger Book of the Apocalypse. Appendix I. The Chronology of the Sacred Calendar of Prophecy. Appendix II. The Lost Tribes of Israel.

The above Books sent post free on receipt of a post office order for price affixed.

Painter's Specimens of Types and Prices for Authors sent Gratis.

Prophecy.

Tracts for the Tribulation; or, a Last Word to Christendom.

Demy 8vo. Parts I., II., and III., 2s. each sewed.

CONTENTS:

I. Introduction.
II. Why have the Baptised not gone on to Perfection?
III. The Power of Word in Christian Men.
IV. The Family under the Three Dispensations.
V. The Family under the Three Dispensations.
VI. The Family, a Garment to Meet the Lord in.
VII. The Clergy and the Families of Christendom in their Mutual Relations.
VIII. The People—Liberty, Equality, and Fraternity.
IX. The Church—Ministry, Priesthood, and Kingship.

"The title of these 'Tracts' may require an explanation, and the authors are willing to give it, trusting that their readers will exercise Christian charity in their judgment, and pardon them for adding, with the writers of early times, that 'the judgment of a book is according to the capacity of the reader.'

"'The Tribulation,' or 'Time of Trouble,' in the books of Daniel (xii. 4) and St. John (vii. 13), evidently point to a period of time in the Christian dispensation still future, although, we believe, at our very doors.

"The authors are of no sect or party, and believe themselves to be in charity with all men, baptised and unbaptised, and apply the term 'Christian' to all baptised men, by whomsoever that holy rite has been administered.

"Of the Jews they may, perhaps, have much to say by and bye; but, for the present, Christendom will engage their attention—the baptised—the house of God—where judgment ever begins, and that without assigning geographical limits; although, it is probable, Europe will be the stage on which 'The Tribulation' will be more especially seen to be manifested.

"Although we plainly discern the imminence of that tempest before which all existing institutions must be uprooted to make way for better, it is not our part, nor the part of any of the children of God, to help on or encourage the catastrophe. That is the work of the Infidel, whose wages shall be that he perish in the wreck he has brought about. We had not even taken on ourselves to address our brethren, had it been only to tell them of our fears. Warnings of evil to come, without we can at the same time point out a way of escape, if they have any weight, only frighten men from their propriety and incapacitate them for the right use of their judgment. This is not our object; but, because we believe that when clergy and kings—the means appointed of old for God to communicate with the baptised—as one corporation, shall be permitted for a time to succumb to the wicked one, there yet remains one and one only sanctuary within the reach of every man, rich or poor, learned or unlearned, against which that evil one shall never prevail: therefore we are bold to bespeak the attention and time of all those who honour the name and presence of the living God to what we have to propound in the following 'Tracts.'

"This new world, which we desire to explore with our readers, is that of man standing by faith in his family as the image of God; and therein using all those means, appliances, and ordinances—all those powers and that experience which he has seen in the ages past pictured in the ministries of the Church and prized by the rulers of the State—we would see the baptized literally a society of kings and priests—'a peculiar people.' We are levellers, but not radicals—we would level upwards, but not downwards—build up, but not destroy."—*Introduction, Easter*, 1847.

Part IV. nearly ready.

The above Books sent post free on receipt of a post office order for price affixed.

Painter's Specimens of Types and Prices for Authors sent Gratis.

Sermons.

Shepherd's Family and Parochial SERMONS. By the Rev. W. SHEPHERD, B.D., Rector of Margaret Roding, Chipping Ongar, Essex. Demy 8vo., embossed cloth, 10s. 6d.

Myers' Conciones Basilicæ: on the SECOND ADVENT. Sermons preached before the University of Cambridge. By the Select Preacher, the Rev. THOMAS MYERS, M.A., Late Scholar of Trinity College; Curate of Trinity Micklegate, York; and Chaplain to the Lord Viscount Lorton. 12mo. cloth, price 5s.

Mayd's Village Sermons. By the Rev. WILLIAM MAYD, M.A., Rector of Withersfield, Suffolk. In demy 8vo., cloth, price 7s.

Bailey's Duties of the Christian MINISTRY; with a View of the Primitive and Apostolical Church, and the Danger of Departure from its Doctrine and Discipline. By the Rev. B. BAILEY, M.A., Senior Colonial Chaplain of Ceylon. 12mo., cloth 8s.

A Series of Discourses on Practical and DOCTRINAL SUBJECTS. By the Rev. WILLIAM DOW, A.M. 8vo., price 10s. 6d. cloth.

Allport's Sabbath Sanctification and its Blessedness. A Sermon preached in St. James', Ashted, Birmingham. By the Rev. J. ALLPORT. 8vo., price 1s.

Rational Conviction the Ground- work of Faith; Good Works its Superstructure. A Course of Four Sermons. By a GRADUATE of OXFORD. 8vo., 3s.

Loyalty and Religion the Safeguard of the Nation: a Sermon preached before the Members of a Friendly Society, on Tuesday, August 1, 1848. By the Rev. B. BANNING, M.A., Vicar of Wellington, and Rector of Eyton, Salop. Demy 8vo., price 1s. 6d.

Apostolic Doctrine and Fellowship. A SERMON. By the Rev. CHARLES CAULFIELD, A.B., T.C.D. 1s.

Emerton's Church Extension—Ser- mons on Church Building. By the Rev. J. A. EMERTON, D.D., late Curate of Hanwell, Middlesex. In 12mo. cloth, 3s.

Also, by the same Author,

The Discipline of the Church in the CHOICE OF HER MINISTERS. In octavo, price 1s.

Irons' Received Faith: a Farewell Sermon, preached at St. Peter's, Walworth. By the Rev. W. J. IRONS, M.A. Octavo, price 1s. 6d.

The above Books sent post free on receipt of a post office order for price affixed

Painter's Specimens of Types and Prices for Authors sent Gratis.

Sermons.

Day's Sermons. Preached in the Parish Church of Mendlesham. By the Rev. H. T. DAY, LL.B., Clare Hall, Cambridge. Small octavo, cloth, price 5s.

Holmes' Mystery of the Lord's Sup- per EXPOUNDED. Being a Sermon, with Preface and Notes. By the late Rev. WILLIAM A. HOLMES, D.D., Chancellor of the Diocese of Cashel, and Rector of the Union of Templemore. Demy 8vo., price 1s. 4d.

Horn's Exhortation to the Belief and PRACTICE of REAL RELIGION. Revised by the Rev. T. HORN, M.A. Demy 18mo. cloth, 2s.

Gee's Zeal for the Lord of Hosts: a Visitation Sermon preached in the Abbey Church of St. Alban's, at the Visitation of the Venerable C. P. Burney, D.D., Archdeacon of St. Alban's, May 28, 1845. By the Rev. RICHARD GEE, A.M., Vicar of Abbot's Langley, Herts. Published at the request of the Clergy present. Octavo, 1s.

Leger's Profession of the True Faith. A Sermon preached in the Cathedral Church of Norwich. By WILLIAM NASSAU LEGER, A.B., Incumbent of St. Mary's at the Tower, Ipswich. In 8vo., black glazed paper cover, price 1s.

Evans' Christ's Prayer for Christian UNITY: a Sermon, preached in the Parish Church of St. Mary, Builth. By the Rev. ALFRED BOWEN EVANS, Incumbent of Trinity Chapel, St. George's in the East. 8vo. 1s.

Bowstead's Village Wake, or the Feast of the Dedication: its Religious Observance a Bond of Union between the Higher and Lower Classes: a Sermon, preached in the Parish Church of Messingham. By the Rev. JOHN BOWSTEAD, M.A. 8vo. 1s.

Burnet's Act conducive to Religion: a Sermon preached at St. James', Galick-Hythe. By the Rev. THOMAS BURNET, D.D., F.R.S., Rector. 8vo., 1s.

Dedicated, by permission, to the Right Hon. the Earl of Ellesmere.

Home; or, the Friend of his Family the FRIEND of GOD. By the Rev. EDWARD GIRDLESTONE, M.A. In demy 18mo., cloth, 2s.

Jackson's Scriptural View of the Communion of the Body and Blood of Christ. By the Rev. JEREMIAH JACKSON, M.A., Vicar of Elm-cum-Emneth. Cambridge. 8vo., price 1s.

The Bread of Life; the Sacramental Mystery Unveiled. The Sixth Chapter of the Gospel by St. John the Evangelist Illuminated. Demy 18mo., 2s. 6d.

The above Books sent post free on receipt of a post office order for price affixed.

Painter's Specimens of Types and Prices for Authors sent Gratis.

Popery, Tractarianism, and Dissent.

Horne's Popery Delineated in a brief Examination and Confutation of the Unscriptural and Anti-scriptural Doctrines and Practices Maintained and Inculcated by the Modern Church of Rome, in the unrescinded Decrees of her Councils and Canon Law, and in her acknowledged Formularies of Faith and Worship. Second Edition, Corrected and Enlarged. Demy 18mo. cloth, 3s.

By the Rev. THOMAS HARTWELL HORNE, B.D.,
Canon of St. Paul's, and Rector of the United Parishes of Saint Edmund the King and Martyr, and Saint Nicholas Acons, Lombard-street.

BY THE SAME AUTHOR,

Popery the Enemy and Falsifier of SCRIPTURE; or, Facts and Evidences, illustrative of the Conduct of the Modern Church of Rome, in prohibiting the reading and circulation of the Holy Scriptures in the vulgar tongue; and also of the Falsification of the Sacred Text in translations of the Bible executed by Romanists. A New Edition, corrected and enlarged.

Second Edition, demy 18mo. cloth, price 2s.

Mariolatry; or, Facts and Evidences demonstrating the Worship of the Blessed Virgin Mary by the Church of Rome, derived from the testimonies of her Saints and Doctors, and from her Breviary, and other authorized Books of Devotion.

Second edition, corrected, with additions, in small octavo, cloth boards, price 3s. 6d.,

Faber's Provincial Letters from the County Palatine of Durham, exhibiting the Nature and Tendency of the Principles put forth by the Writers of the Tracts for the Times, and their various Allies and Associates. Second Edition. Two vols. 12mo., cloth, 10s. 6d.

By GEORGE STANLEY FABER, B.D.,
Master of Sherburn Hospital, and Prebendary of Salisbury.

Roman Fallacies and Catholic Truths.

By the Rev. TOWNSEND POWELL, A.M., Vicar of Stretton-on-Dunsmore.

Containing, Preface—Roman Tactics. Angel Worship; Saint Worship; Canonization of Saints; Worship of the Virgin Mary; Image Worship; Relic Worship; Adoration of the Cross; Adoration of the Host. Appendix—Answer to all Objections. Supplement—the Catholic the Old Religion, or the Fallacies of Pope Pius's Creed. 12mo. cloth, 3s. 6d.

England under the Popish Yoke, from A.D. 600 to A.D. 1534.

By the Rev. C. E. ARMSTRONG, M.A., Worcester College, Oxford:
Master of Hemsworth Hospital, &c. 18mo. cloth, 1s. 6d.

Papists Saved or Damned? A Dia- logue between a Protestant and a Catholic. Extracted from the works of W. Cooper, Bishop of Galloway, 1623. Revised by the Rev. C. Marshall, Curate of St. Thomas's, Toxteth Park, Liverpool. 2d., or 12s. per 100. Post free 4d.

The above Books sent post free at the prices affixed, paid by a post office order.

Painter's Specimens of Types and Prices for Authors sent Gratis.

Popery, Tractarianism, and Dissent.

Dissenting Statistics in England; showing that the Voluntary System has not and does not supply the means of Public Worship to one-fortieth portion of the whole Population. These Statistics are taken from the Figures and Facts of the Dissenters themselves, carefully compared with the Parish and Township Statistics of the Poor Law Commissioners, and the Population Returns of 1841. Demy 18mo. cloth, price 2s. 6d.

Reply to Mr. Baptist Noel's Essay against the UNION of CHURCH and STATE. By the Rev. C. GILLMOR, M.A., Vicar of Dartford. Second Edition, enlarged, cloth, 5s., sent post free for 5s. 6d., remitted in postage stamps.

A Guide to Family Devotion, in a Series of Supplications, Prayers, and Thanksgivings. By the Rev. EDMUND BAKER. Second Edition. Post 8vo., price 2s. 6d.

The One Hope of All Believers, as set forth in the Holy Scriptures; a Word for Warning and Strengthening in an Evil Day. From the German. By C. P. P. 12mo., 6d. Post free 8d.

Marriage with a Deceased Wife's Sister not contrary to God's Law. A Letter addressed, by permission, to the Lord Bishop of Worcester, in reply to the Rev. E. S. Foulkes' three Letters on this subject. By the Rev. G. D. WHEELER, M.A., late Fellow of Wadham College, Oxford, Rector of Bancheston, and Vicar of Wolford, Warwickshire. 8vo. 1s.

Marriage with a Deceased Wife's Sister. A Letter to the Rev. E. S. Foulkes, in reply to his "Few Words." By the Rev. G. D. WHEELER, M.A. 8vo. 2d.

An Enquiry into the Currency; in which the Measures of 1819 and 1844 are fully considered: the Schemes of Lord Ashburton and Mr. Caley examined; and Suggestions made towards an Improvement of the System. By J. D. SCHOMBERG, B.A., Vicar of Polesworth, author of "Elements of the British Constitution." 8vo., 1s.

The Scrip; or, Smooth Stones out of the BROOK for the forehead of ISM, the modern Goliath, and his Sons—Sch-ism, Roman-ism, Liberal-ism, Auto-ism, Despot-ism, Nepot-ism, and Eupheu-ism. By SIGMABETAPHILUS. Demy 8vo. 2s.

New Principles for the Poor. By the Rev. HENRY HARDINGE, Rector of Theberton, Suffolk. Foolscap octavo, cloth, price 3s.

Contents: Introduction—Locality—Education—Manners—Subordination—Marriage—Parental Obligations—Religion—Politics—Conclusion.

Immanuel; or, the Mystery of the Incarnation of the Son of God. Unfolded by JAMES USHER, D.D., Archbishop of Armagh. Reprinted from the folio edition of 1647. 18mo., cloth 2s.

The above Books sent post free on receipt of a post office order for price affixed.

Painter's Specimens of Types and Prices for Authors sent Gratis.

On the first day of January, April, July, and October, price 6s., THE

Church of England Quarterly Review.

The Publisher of THE CHURCH OF ENGLAND QUARTERLY REVIEW, in calling the attention of the Clergy and the Public to the present number of that Review, which completes the TWENTY-FOURTH Volume, desires to offer his thanks for their continued and increasing support. During the last TWELVE years in which the Review has been established, the opinions of the press have been beyond example favourable, and it is to be hoped that a Periodical, professing sound constitutional principles of liberty and order, will continue to receive that patronage which it well merits, *at this crisis*, from all true lovers of their country. The principles of THE CHURCH OF ENGLAND QUARTERLY REVIEW are derived from those truths which, based on the oracles of the Lord, are in the keeping of our Apostolical and Episcopal Church. To save that revered Establishment from the subversion meditated by open and covert enemies, many of the most eminent Literati of the day, both Lay and Clerical, have resolved to devote all their energies, and the pages of THE CHURCH OF ENGLAND QUARTERLY REVIEW present to the world indubitable evidence of their zeal, ability, and, under God's blessing, their TRIUMPH.

When it is considered that THE CHURCH OF ENGLAND QUARTERLY REVIEW is patronized by the highest Dignitaries in the Church, and comes under the notice of persons of rank, opulence, and respectability, it must be acknowledged to be an excellent medium for publicity to Advertisers of all classes.

A few perfect sets of THE CHURCH OF ENGLAND QUARTERLY REVIEW remain on hand, in Twenty-four Vols., cloth boards 12s., or in half calf extra, 15s. each.

*** Back numbers may be obtained to complete sets.

Lord John Manners' Speech on the

LAWS OF MORTMAIN. In Demy 8vo., price 6d. Post free 8d.

Lord John Manners' Monastic and

MANUFACTURING SYSTEMS. In octavo, price 1s.

Sir Thomas More—"And which, Montesinos, would, in your eyes, be the more melancholy object of contemplation—the Manufactory, or the Convent?" *Southey's Colloquies.*

Lord John Manners' Plea for Na-

TIONAL HOLY-DAYS. In octavo, price 1s., Second Edition.

Lord John Manners' Question to

LORD EDWARD HOWARD—"What are the English Roman Catholics to Do? Octavo, price 1s.

Mr. Disraeli's Speech on the New

Parliamentary Reform Motion of Mr. Hume. 8vo., price 2d.

Mr. Disraeli's Speech on the La-

bours of the Session. 8vo. price 6d. Post free 8d.

Letter to Lord John Russell on

CHURCH REFORM; with reference to the Convocation, the Bishops, the Chapters, and the Clergy; showing also how 700,000*l.* per annum may be obtained for supplying the wants of the Church. By a Curate of the Diocese of Exeter. 8vo., 1s. 6d.

The above Books sent post free on receipt of a post office order for price affixed.

Painter's Specimens of Types and Prices for Authors sent Gratis.

Miscellaneous.

A Voice from the Holy Land; purporting to be the Letters of a Centurion, written in the days of the Emperor Tiberius. Edited by the Rev. EDWARD MANGIN, M.A. Foolscap 8vo. cloth, 4s.

Sacred Geology; or, the Scriptural ACCOUNT of the WORLD'S CREATION MAINTAINED; and Reasons assigned for Questioning that Geological Hypothesis, concerning the Sedimentary Formation of Strata, from whence the Inference has been drawn that inconceivably long Periods of Time elapsed between each of these Formations, and before the Creation of Man. 12mo., cloth, 7s.

The Doctrine of Baptism, as maintained by the Church of England. By the Rev. J. D. SCHOMBERG, B.A., Vicar of Polesworth. In 8vo., 2s.

The Ceremony of Turning to the ALTAR, during the Repetition of the Creeds only, condemned, as being unauthorized by the Rubrics, and inconsistent with the usage of the Ancient Church. 1s.

The Churche not yn Dayngere. A Boke about ye Queene's Majestie: ye verie goode Lorde Johan Rousselle: the Lordis Byssbops yn doleure: ye famouse Universitie offe Oxforde: and Paradyse offe foolis menne: ye goode People of Englande, in noe wyse troubled: norre dismaied; Ywrytten yn ye Italyenne Cloysterre at Oxford: for ye Queene; Elder-menne; Abbottes and Knightes offe these royaumes. In demy 8vo., price 1s.

The Principle and Direction of So- CIETIES for PROMOTING RELIGIOUS and USEFUL KNOWLEDGE. By the Rev. JOHN GARBETT, M.A. In 18mo. cloth, price 2s.

Hints from a Schoolmistress to Mo- thers, Daughters, and Governesses, on the Practical Application of the Principles of Education. In small octavo, price 4s. 6d.

Thoughts on the Litany, Edited by the Rev. GEORGE HEATON, M.A. Demy 12mo. cloth, 6s.

Remarks on Orthodox Preaching As regards Modern Objections and Misrepresentations. Demy 8vo. 8d.

Remarks on Evangelical Preaching As exhibited in a Published Sermon of the Rev. Henry Melvill. 6d.

Faith and Works. The former does not, *per se*, necessarily beget the latter: both are necessary to Final Justification. Demy 8vo. 6d. Post free 8d.

The above Books, on receipt of a post office order, sent free at the prices affixed.

Painter's Specimens of Types and Prices for Authors sent Gratis.

Poems.

Miscellaneous Poems: comprising Hymns, Odes, and Rhymes; Religious and Secular, on Passing Events in the Life of an Old Sailor. By a RETIRED NAVAL COMMANDER, Aged, LXXV. 18mo, cloth, 3s. 6d.

Poems by the Rev. John Collinson, late Incumbent of Lamesley, in the County of Durham. Demy 18mo. 2s. 6d.

Dedicated, by permission, to H. R. H. Prince Albert.

Verses by a Poor Man. In foolscap 8vo., embossed cloth, price 3s.

Mount Grace Abbey: a Poem com- memorating some of the Illustrious Acts of Edward III., the Black Prince, and other Founders of the Order of the Garter. By the Rev. JAMES HOLME, A.B. Foolscap octavo, cloth, price 5s. Dedicated to the Queen Dowager.

Pilgrim's Progress of John Bunyan VERSIFIED, in the Spenserian Stanza. In demy 12mo. cloth, price 5s.

Barbauld's Hymns in Prose, for Chil- dren. A New Edition, with ADDITIONAL HYMNS by a CLERGYMAN'S WIFE. Royal 18mo., price 1s. 4d.

Psalms and Hymns. A New Selec- tion, designed for the use of Congregations, Schools, and Families. Royal 32mo. cloth, price 2s. (A liberal allowance to Clergymen taking a quantity).

Plain Hymns, with Supplementary POETRY: the latter containing Paraphrases on several Fundamental Portions and Passages of Scripture. By A ZION TRAVELLER. 18mo. cloth, 3s.

The Seasons Moralised. A Poem, in Four Parts. By J. C. 18mo., covers, 6d. Post free 8d.

The Second Temple. a Dramatic Poem. Small octavo cloth, price 4s.

Athanase: A Dramatic Poem. In demy 12mo., 2s. 6d.

Poems of Girlhood. By Anne Gar- ton. Fcap. 8vo. cloth, 4s.

Green Leaves; or, Lays of Boyhood. By the Rev. C. COLLINS, M.A. Foolscap 8vo., cloth 3s.

Tracts for the Last Days. Demy 8vo. cloth, price 9s.

The above Books sent, post free, for the prices affixed, by post office order

Painter's Specimens of Types and Prices for Authors sent Gratis.

The Largest Church of England Newspaper.

UNDER EPISCOPAL PATRONAGE.

THE CHURCH AND STATE GAZETTE.

(THE CHURCHMAN'S FAMILY NEWSPAPER).

Published every Friday Evening, in time for Post, price Sixpence.

In professing a desire to maintain the union of Church and State, we exclude all principles and views hostile to the Established Institutions of the empire. We have no sympathy either with the Adversaries of the Reformation, or with the Champions of the Reformation, in opposition to primitive truth. We war against all doctrines the tendencies whereof are, on the one hand, to *Popery*, and, on the other hand, to *Dissent* and *Sectarianism*. We support the *State* as the nursing-parent of the *Church*, and the *Church* as the guide and counsellor of the *State*. We believe that the empire has prospered, under Divine Providence, in proportion as *Church* and *State* have understood and fulfilled these their respective functions—in proportion as they have appreciated the design of their union—in proportion as each has strengthened each —and especially in proportion as the State has become religious.

The Conductors—grateful for the support received from the Clergy and Laity of the *Moderate* or *Via Media* portion of the Church of England during the last seven years—have the pleasure to announce that their steady and firm advocacy of sound *Church and State principles* has secured for them the patronage of some of the Highest Dignitaries in the Church. The List of Subscribers now contains upwards of TWENTY ARCHBISHOPS AND BISHOPS.

Our influence depends upon our circulation—as the latter extends, so will the former increase. Every Subscriber who induces but *one friend* to add his name to our list makes an effort, which, fully carried out, would alone double our present circulation. We, therefore, call on the Clergy to assist us in upholding the Church against enemies on all sides.

The *Gazette* contains Original Articles on all Matters relating to Church and State, and the Leading Topics of the Day—Dissenting Tactics—Proceedings of the Romanists—Foreign and Colonial Intelligence—an Analysis of PARLIAMENTARY DEBATES—Correspondence of the Clergy—EPISCOPAL CHARGES —Ecclesiastical and University News, and all matters interesting to the Clergy and Laity—Reviews of Books, &c.—Charitable and Religious Societies—and a Miscellaneous Department replete with the most interesting facts.

☞ A few Sets may be had in cloth boards.

Terms, 26*s*. *per year on credit*—24*s*. *if paid in advance, may be transmitted by a Post-office order, made payable at the Branch Post-office*, 280, *Strand, to William Edward Painter*, 342, *Strand, London.*

A Specimen Copy will be sent, to post-paid applications, Gratis.

MR. PAINTER respectfully announces that—in consequence of the New Postal Arrangements, issued by the Postmaster-General, "that Books, Magazines, Reviews, and Pamphlets, may be transmitted, through the Post-office, to all parts of the United Kingdom, at the rate of Sixpence per pound"—all Books published by him will be forwarded, by return of post, direct from his Office, 342, Strand, London, FREE OF ANY CHARGE, to applications accompanied by Post-office Orders, payable to WILLIAM EDWARD PAINTER, at the Post-office, 280, Strand, for the published price of the Books required.